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p.16

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ADAM WILDER GOES STEP BY STEP ON A T-26 p.20

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Paint and weather a Hornet p.26

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CONTENTS

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FEATURES

16 **Airbrushing & Finishing**
Weathering a Desert Air Force fighter
AARON SKINNER

18 **Form & Figure**
Painting beards
JOE HUDSON

20 **Turn out a terrific T-26**
A step-by-step finishing guide
ADAM N.P. WILDER

26 **How to paint and weather your Hornet**
Academy's 1/72 scale kit as a CF-18
MASSIMO SANTAROSSA

30 **Dirty up a ZLC-2000**
Oil paint for a Chinese airborne IFV
SEAN LYNCH

34 **Improving a big Bf 109**
Model car clear gloss lacquer separates paint layers
SCOTT A. WEIR

44 **Showcase: Randy Cooper**
Modeling for the movies
MARK HEMBREE

66 **Final Details**
If your deer stand looks like this …
MARK HEMBREE

KIT REVIEWS

48 **Italeri F-35A Lightning II**

50 **Zoukei-Mura F-4J Phantom**

51 **Takom G6 Rhino**

52 **ICM MiG-25RBT "Foxbat-B"**

52 **Tamiya Valentine Mk.II/IV**

54 **Zvezda T-14 Armata**

55 **Panda T-14 Armata**

56 **HobbyBoss *Dunkerque***

56 **Gecco *Tales from the Apocalypse***

58 **Trumpeter Boulton Paul Defiant Mk.I**

59 **Squadron Haunebu II**

60 **Revell Germany T-55A/AM**

IN EVERY ISSUE

5 **Editor's Page**

7 **Scale Talk**

10 **New Products**

38 **Reader Gallery**

61 **Reader Tips**

62 **Questions & Answers**

64 **Hobby Shop Directory**

64 **Classified Marketplace**

65 **Advertiser Index**

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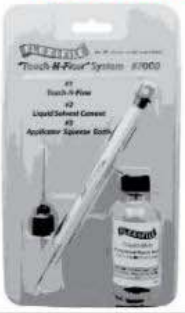

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By Mark Savage

... and *then* I read the instructions!

Disaster doesn't loom over *every* modeling project, but it can strike at anytime, at any skill level. And let's admit it, it has bitten us all.

We've all dumped paint, dropped and lost a key piece, or broken it before or after finding it. Possibly we've even dropped a finished model!

I have a problem with instructions (my wife would likely confirm this) — I often don't read them. But even when I do, I seem to miss a step here or there, especially in the painting process. So repainting often is required. While not exactly a disaster, it's a time suck — and who needs more of those?

I have a problem with instructions — I often don't read them.

Our Mark Hembree notes that getting the decals wrong is at the top of his list of mistakes. Adverse paint reactions would be next, followed by decal disintegration. And then there was the time he applied so much white paint to an airliner that he failed to excavate all of the cockpit windows. And while he's thinking about it, there was the time he glued jerry cans upside down on a vehicle. "That looked pretty stupid," he says.

Elizabeth Nash notes that while airbrushing her *Voyage to the Bottom of the Sea* submarine, she tilted the brush down and dumped puddles of paint all over the top of the sub from the airbrush's reservoir. Hours of sanding came next.

Meanwhile Aaron Skinner, our resident expert and "coach," says that as a kid, before he learned that numbers on the instructions corresponded to specific colors, he held Humbrol tinlets up to the marking illustrations on Matchbox kits to match paints. Turns out the printing wasn't accurate, and beige green is not the equivalent of intermediate blue on a U.S. Navy Helldiver.

Kevin Kuster tried using a portable heater to quickly dry oil paints. Uh, it didn't work.

So what's your biggest modeling miscue, mistake, meltdown, etc.?

Let us know, and tell us how you fixed it — if fixing was even possible!

editor@finescale.com

Off the sprue: What's your idea of camping?

Editor
Mark Savage
msavage@Kalmbach.com

I enjoy hiking to waterfalls and viewing scenic vistas. But once the day is done, the photos taken, and the granola bars eaten, I prefer an air-conditioned hotel room, a decent bed, and indoor plumbing. Just sayin'!

Senior Editor
Aaron Skinner
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Setting up a tent behind the dunes on Fraser Island, sautéing pipis dug from the beach for dinner, and watching lightning storms roll over the Pacific Ocean at night as the surf swoops and sways.

Associate Editor
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I have great memories of taking the kids camping at state parks when they were little, but eventually came to see the folly of "roughing it" in a place not as quiet as my yard. I prefer an evening at the firepit a few steps from my back door.

Assistant Editor
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Zero cell phone service, a roaring fire, tinfoil dinners, and as much DEET as a person can legally carry.

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Monica Freitag
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I've done both: tent and small camper. I prefer the camper, as I'm not a fan of sleeping on the ground. I like camps with bathrooms, showers, and even a pool. I'm OK with cooking over the fire, sitting outside all night, fishing, etc.

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Workbench photos

Must have ability to multitask

This is my building space. I am currently working on three projects at once: the USS *Constitution*, a Tiger I mid-build, and a 109G.

I love seeing everyone's workbench photos. Keep sending them in!

– Gerald Mosier
Walnut Grove, Mo.

The proud owner of a man cave

Here's my fun place: a 20- x 14-foot man-cave apartment in my backyard.

It's totally stuffed with all sorts of things. There are so many models in display cases crammed in there, I couldn't show them all.

– Ronald Carvalho
New Braunfels, Texas

Gets to build every day

You're looking at my studio. I am 73 and have been modeling since the age of 15.

Since I retired, I devote three to four hours a day to building. This gives me structure (important when you are retired), is really fun, and very satisfying.

– Helmut Beyer
Duernten, Switzerland

Better late than never

Stuart Didsbury's letter in the March 2017 Scale Talk, about the Super Hornet kit that was released after he custom-built his version, reminded me of a similar incident that I experienced — with a bit of a twist.

In 1968, at the age of 14, I wanted to build a 1/72 scale Nieuport 27. But no kit existed at that time. Having a tattered photo of a Royal Flying Corps version as an example, I took a Revell Nieuport 17 and modified it with parts handmade from balsa wood. With British roundels, hand-painted details, and other decals, I ended up with a model that looked like the one in the picture.

A few years ago, Roden released its 1/32 scale Nieuport 27. To my amazement, it was in the color scheme I had attempted to create (with a few boo-boos) so many decades before!

I'm glad Stuart didn't have to wait as long as I did.

– Norm Sheppard
Sackville, New Brunswick, Canada

It's more fun to build than complain

This letter is probably not for the .0000001% of the world's population that makes models for clients and needs to focus on the utmost accuracy. I've noticed that in the last few months, there have been more complaints about over-weathering. We don't need this kind of negativity in our lives. We are talking about a *hobby*.

Criticism takes the joy out of dreaming of how a tank or car or plane or boat can look. Stop finding fault and, instead, look at the model through the lens of a builder having a good time. Every individual on this planet is unique, and for every model builder there are as many ways to build a model.

Not enough young people are drawn to this art form. Wonder why? Negative letters with nonstop complaining would drive me away or keep me from starting a model if I was a newbie. Perhaps youngsters think it would be best to just keep playing video games …

Hobby usually denotes you have fun at it. I've been modeling for more than half a century, and, to this day, I have fun, fun, fun when building. My way. My colors. My everything.

I don't build to win, to get approval, or spend a fortune on the right shade of paint. I do it for enjoyment, relaxation, and (the negative ones may not like this) to be creative and artistic.

Maybe, just maybe, we will see more young people and "retreads" come back into the hobby if we're less negative and more fun.

– John DeRosia
Seattle, Wash.

Looking on the shiny side

I always look forward to the latest issue of *FineScale Modeler*. Its blend of modeling genres, reviews, news, and advice is appreciated, and the special issues give inspiration and information in equal measure.

Until a few years ago, I ran a company that gave folks hands-on flights in Tiger Moths. G-AGPK was the flagship of the fleet of eight that we operated. So imagine my surprise and delight when, while reading the 2016 special issue *Experts Guide to Superdetailing*, I found John Wade's magnificent 1/32 scale model of the "PK" Tiger Moth.

Customers, pilots, and crew all loved that aircraft for its great flying balance and attractive looks. It really is as shiny as the model indicates (the wings are, perhaps, even shinier).

It seems likely John has flown in a Tiger Moth. I wonder if he was one of our customers at the time.

– Mike Dalton
Southburgh, Norfolk, England

What happens to our models when we pass away?

A cautionary tale

I knew a man, for whom I built some kits, who had an extensive model collection. Indeed, it may have been the largest in the U.S. — it was insured for $2.5 *million*.

Half of his creations came from kits, but the other half were custom built, handmade, one-of-a-kind builds that cost *thousands*. He had all of the U.S. identification models — air, sea, and ground.

He had a scale collection of the U.S. Navy in World War II; not just some ships, but *every* ship in the U.S. Navy. He also had the Japanese, German, British, and Italian fleet. Even in 1/500 scale, it took up a rather large room.

He had thousands of models … and then he died.

I have no idea what happened to these things. I know he had nothing planned for them, and the executor of his will had no idea what they were or what they were worth.

As far as I know, all those works of art — which is what they were — ended up in a landfill.

There's got to be a better way!

– Chet Mohn
New Cumberland, Pa.

Here's an idea

I think the best thing to do with unbuilt kits is to work something out with your local modeling club.

In the case of completed models, get a vendor table at a show and sell them.

It's better than the trash bin.

– Daniel Whiteman
Summerville, S.C.

Ed.: A morbid topic, yes, but an important one nonetheless. Write to us at editor@FineScale.com with your thoughts and solutions.

The many grays of the *Enterprise*

I was recently browsing through past issues of *FSM* and saw the May 2016 issue with modeler Phillip Gore's model of the USS *Enterprise* from the pilot episode of *Star Trek*.

Saved to my computer is an article about the Smithsonian restoration of the studio's original series *Enterprise* model. In this article, they take apart the *Enterprise* and examine the interior construction, as well as identify the different gray colors used in the ship's variations.

There has been much debate on the grays used, and it's interesting to see what really went into building this studio model. I thought I'd pass along info on finding the article online — it might be a helpful addition to anyone else working on a TOS *Enterprise*.

– Jared Demes
Hill Spring, Alberta, Canada

Ed.: Articles with titles like "Smithsonian restoring original USS Enterprise *to full 1967 glory" can be found all over the internet. For more, visit airandspace.si.edu.*

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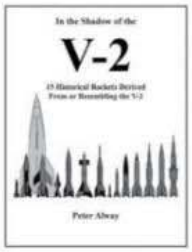

- *Fourteen US Army Missiles of the Cold War*: Companion to Twelve Soviet Missiles, it covers the Dart, Corporal, Hawk, Honest John, Nike Ajax, Jupiter and eight more!
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Download a desktop wallpaper of Gecco's 1/16 scale *Tales From the Apocalypse* figures, built by Jeff LaMott for Workbench Reviews and featured on p. 57 in this issue.

Two wallpapers in one month
Turn to p. 54 and you'll see a gorgeous photo of two T-14 Armata tanks made by Panda and Zvezda. Make it your computer background by downloading it online.

New Product Rundown
Want to know about a kit before you buy? Aaron Skinner and Elizabeth Nash host a twice-monthly review of the newest models to open the boxes and show what's inside.

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Compiled by Monica Freitag & Aaron Skinner

Spotlight

Academy strikes hard with new Eagle

Hot on the heels of its 1/72 scale F-4J and F-18F, Academy has produced a new-tool F-15E (No. 12550). Unlike the previous small-scale aircraft, the Strike Eagle is not molded in multicolored plastic and doesn't include stickers in addition to water-slide decals. However it shares push-together engineering and outstanding detail and options with the Phantom and Super Hornet.

Fine recessed panel lines and rivets mark the airframe surfaces. In the cockpit, raised controls and dials detail the instrument panels and side consoles with decals providing switches and MFD screens.

Full-length intakes start with detailed ramps and end with fans; at the other end the exhausts have jetpipes and simplified nozzles without the turkey feathers.

What's a Strike Eagle without ordnance? The kit features AIM-9 and AIM-120 missiles and 12 GBU-38s. Cartograf decals provide markings for three U.S. Air Force F-15Es.

The kit costs $37.

AIRCRAFT KITS

1/32 SCALE

Fokker D.VII (Fok) Early from Wingnut Wings, No. 32067, $99.

L-19-/0-1 Bird Dog from Roden, No. 619, $64.99. Look for a detailed review in an upcoming issue of *FSM*.

1/48 SCALE

PLAAF P-51D/K Mustang from HobbyBoss, No. 85807, $20.99. Look for a detailed review in an upcoming issue of *FSM*.

Su-17M4 "Fitter-K" from HobbyBoss, No. 81758, $87.99. Look for a detailed review in an upcoming issue of *FSM*.

F-4E Phantom II from Italeri, No. 2770, $44.99.

Hawker Hunter F Mk.6/9 from Italeri, No. ITAS2772, $44.99.

Fokker F.1 from Eduard, No. 8493, $25.46.

1/72 SCALE

SM.82 Marsupiale from Italeri, No. 1389, $51.99.

Messerschmitt Bf110C/D from Airfix, No. A03080A, $16.99.

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PZL. 23A Karas' Polish light bomber from IBG, No. 72505, $19.95.

PZL. 42 Polish light bomber from IBG, No. 72509, $19.95.

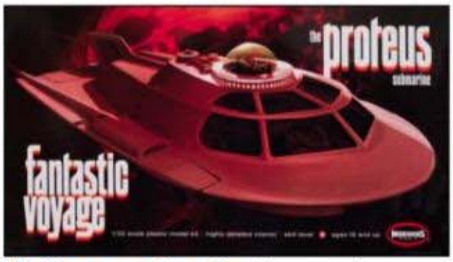
F-15E 33rd Fighter Squadron USAF from Academy/Model Rectifier Corporation, No. 12550, $37. Look for a detailed review in an upcoming issue of *FSM*.

Harrier GR.3 Falklands War from Italeri, No. ITAS1401, $22.99.

1/144 SCALE

Russian strategic airlifter IL-76MD from Zvezda, No. 7011. Contact your local dealer for price information. Look for a detailed review in an upcoming issue of *FSM*.

SCI-FI KIT

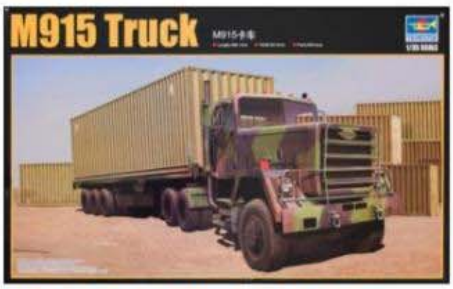


The Proteus submarine from Moebius Models, 1/32 scale. No. 963, $114.99. Look for a detailed review in an upcoming issue of *FSM*.

ARMOR KITS

1/35 SCALE

PzKpfw VI Ausf C/B 2 in 1 (VK36.01) from Revosys, No. RS-3001, $89.95.



M915 truck with 40 container trailer from Trumpeter, No. 1015, $156.95. Look for a detailed review in an upcoming issue of *FSM*.

German Bergepanzer Hetzer Late from Thunder Model, No. 35101, $59.95.

M36B1 Tank Destroyer from Italeri, No. ITAS6538, $37.99.

Matilda Mk.III/IV Red Army from Tamiya, No. 35355, $65.

Bergepanther SdKfz 179 from Italeri, No. 0285, $32.99.

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www.finescale.com/Contribute to FSM/About Us or e-mail newproducts@finescale.com.

Spotlight

Takom plastic tackles mighty Maus

More than 33 feet long and weighing more than 200 tons, Germany PzKpfw VII Maus tested the bigger is better theory to its breaking point. Mechanical problems proved an ongoing headache and ultimately only two of the behemoths before the project's cancellation. Soviet troops captured the prototypes and combined the working turret from one with the hull of the other; the vehicle survives at the Kubinka tank museum near Moscow.

Takom has released a kit of the Maus V2 (No. 2050, $59.99) with gun turret and it looks like it should be a fun build. The bulk of the parts go into the complex suspension bogies — each has four staggered wheels — and individual-link tracks. The turret's one-piece upper section includes cast texture and nicely molded cutting-torch marks and weld seams. The hull comprises separate side and upper plates with more nice detail. Decals provide markings for the survivor and a couple of what-if tanks.

Maus V1 German super heavy tank from Takom, No. 2049, $69.95.

1/48 SCALE

Sturmtiger German 38cm assault mortar from Tamiya, No. 32591, $35.

1/56 SCALE

IS-2 Tank (driver included) from Italeri, No. ITAS5764, $29.99.

1/72 SCALE

Type 94 Japanese tankette late production with towed idler wheel from IBG, No. 72044, $17.95.

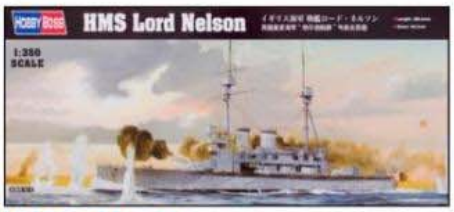
Type 94 Japanese tankette with trailers from IBG, No. 72045, $19.99.

40M Turan I Hungarian medium tank from IBG, No. 72047, $19.95.

40/43M Zrinyi II Hungarian 105mm assault gun from IBG, No. 72051, $19.95.

SHIP KITS

1/350 SCALE



HMS *Lord Nelson* from HobbyBoss, No. 86508, $80.99.

1/720 SCALE

USS *Carl Vinson* CVN-70 from Italeri, No. ITAS5506, $26.99.

FIGURE KITS

1/16 SCALE

U.S. Marine from ICM, No. 16005, $39.99.

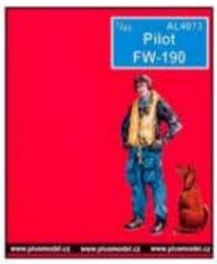
1/32 SCALE

NOSE WEIGHT SOLUTION
HEAVY METAL
JET PILOT
FINELY DETAILED ALL METAL FIGURE
ADDS APPROXIMATELY 1.2 OUNCES OF WEIGHT TO NOSE OF MODEL
LIMITED EDITION

US Air Force jet pilot from Master Details, No. 32057, $19.95. Metal figure, adds about 1.2 ounces of weight to nose.

USAAF bomber Pilot European Theater from Master Details, No. 32054, $14.95.

1/48 SCALE



Fw 190 pilot from Plus Model/Aero Line, No. AL4073, $12.40.

More at www.FineScale.com

Check out our New Product Rundown (NPRD) videos as Elizabeth Nash and Aaron Skinner have fun looking at the latest kits!

MISCELLANEOUS KITS

1/35 SCALE

Modern bags from Plus Model, No. 465, $23.

Footbridge from Plus Model, No. 501, $30.

Workshop gate from Plus Model, No. 503, $19.90.

Garage equipment from Plus Model, No. 497, $33.80.

US Army jacks stands from Plus Model, No. 499, $25.90.

1/48 SCALE

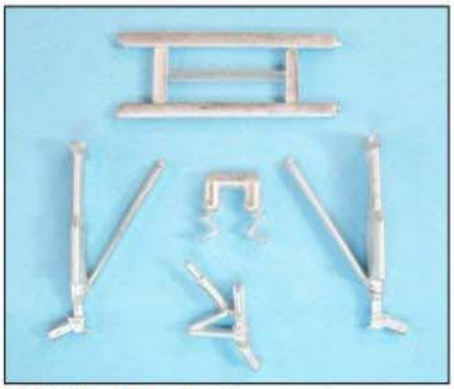
Maintenance steps from Plus Model/Aero Line, No. AL4071, $18.

AIRCRAFT DETAILS

1/32 SCALE

P-47D/N landing gear for Hasegawa/Eduard, from Scale Aircraft Conversions, No. 32015A, $17.95.

OS2U Kingfisher beaching gear for KittyHawk, from Scale Aircraft Conversions, No. 32118, $13.95.



OS2U Kingfisher landing gear for KittyHawk, from Scale Aircraft Conversions, No. 32119, $17.95.

F-35A Lightning II landing gear for Italeri, from Scale Aircraft Conversions, No. 32120, $21.95.

1/48 SCALE

H-21C Shawnee landing gear for Italeri, from Scale Aircraft Conversions, No. 48327, $17.95.

Spotlight

HobbyZone markets modules for workbench corners

Check out the latest modules from HobbyZone USA that offer more ways to make the most of your workbench space. The company sent *FSM* three storage units that fit at the corners of a work space. Like the rest of HobbyZone's products, these nifty modules must be assembled from sturdy MDF but the instructions are clear. They can be locked together with other modules in the series using rare-earth magnets and are easily rearranged to perfect your bench.

The three corner modules we looked at include a neat corner drawers module (No. OM03, $34.95). It features four shallow drawers with clear windows at the front, perfect for storing detail sets or subassemblies and knowing what is inside.

There's also a tall center drawer with a divider — pefect for bottles or tools.

The corner shelves module (No. OM04, 17.95) comprises two recessed shelves ideal for stacking and storing things that don't fit anywhere else.

Finally, there's a paint rack, in this case the small version (No. OM06s, $18.95) for 26mm bottles like those from Vallejo and Ammo of Mig Jimenez. A similar module provide slots for 36mm Tamiya bottles and there's a generic rack without slots.

HobbyZone also sent a brush box (No.BB01, $19.95). Perfect for the modeler on the go who wants to protect paint brushes from damage — a brush box. Slots of differing depth cradle the brushes and foam in the lid safely secures them.

All of these items and more are available at www.hobbyzone.biz.

Macchi C.202 Falgore landing gear for Hasegawa/Eduard, from Scale Aircraft Conversions, No. 48328, $16.95.

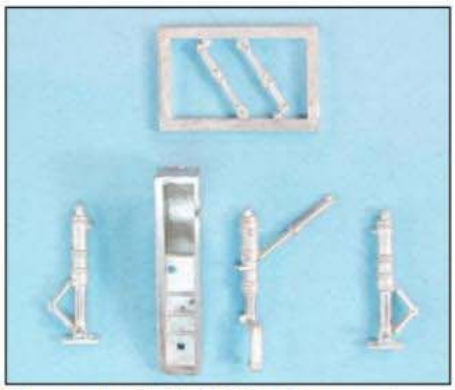
Lichtbild M.G. ESK 2000 update set for Bf110 for Eduard and CyberHobby from NG Models, No. NGR48-002, $14.

IJAAF WWII seatbelts steel from Eduard, No. FE827, $7.95.

USN WWII fighters seatbelts steel from Eduard, No. FE828, $7.95.

Ki-61 Id seatbelts steel from Eduard, No. 49823, $5.95.

1/72 SCALE



Messerschmitt Me 262 landing gear for Revell, from Scale Aircraft Conversions, No. 72140, $12.95.

AIRCRAFT DECALS

1/48 SCALE

Junkers Ju88 C-4 & D-2 from Hannants/Xtradecal, No. X48180, $10.29.

North American Bubbletop P-51 Mustang Collection Pt. 1 from Hannants/Xtradecal, No. X48176, $10.29.

North American Bubbletop P-51 Mustang Collection Pt. 2 from Hannants/Xtradecal, No. X48177, $10.29.

Signal Stukas (Propaganda Stukas) from NG Models, No. NGD48-002, $14.

1/72 SCALE

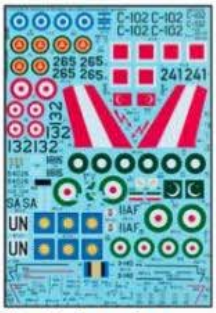
North American Rockwell OV-10 Bronco from Kits-World, No. KW172141, $13.50.

Handley Page Victor B.Mk.2 SR.Mk.2 Collection from Hannants/Xtradecal, No. X72271, $10.29.

Avro Shackleton Pt.3 Nose Art AEW.2s from Hannants/Xtradecal, No. X72272, $12.85.

McDonnell Douglas Phantom FG.1 Collection Pt. 1 from Hannants/Xtradecal, No. X72268, $10.29.

North American Bubbletop P-51 Mustang Collection from Hannants/Xtradecal, No. X72270, $10.29.



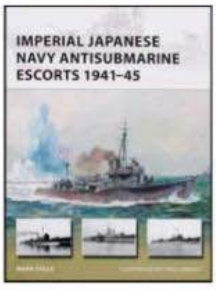
North American F-86 Sabre - Non US/Commonwealth operators from Kits-World, No. KW172143, $13.50.

Hawker Hurricane - Foreign Operators from Kits-World, No. KW172144, $13.50.

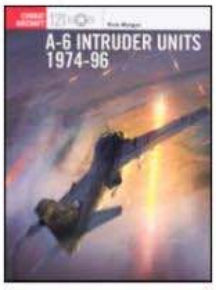
Blackburn Buccaneer from Kits-World, No. KW172140, $13.50.

N.A. B-25C Mitchell Collection from Hannants/Xtradecal, No. X72273, $10.29.

MEDIA



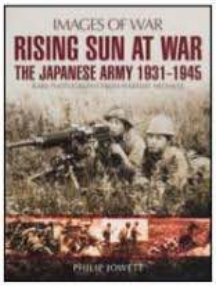
Imperial Japanese Navy Antisubmarine Escorts 1941-45, $18, by Mark Stille, soft cover, 48 pages, ISBN: 0-9781-4728-818-16-4. From Osprey Publishing.



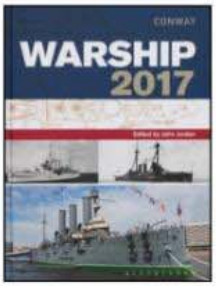
A-6 Intruder Units 1974-96, $23, by Rick Morgan, soft cover, 96 pages, all color photos, ISBN: 0-9781-4728-818-77-5. From Osprey Publishing.

Ju 52/3m Bomber and Transport Units 1936-41, $23, by Robert Forsyth, soft cover, 96 pages, all black-and-white photos, ISBN: 0-9781-4728-1880-5. From Osprey Publishing.

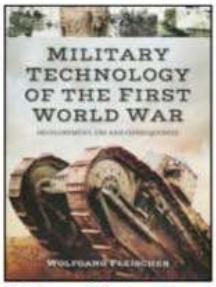
Soviet T-10 Heavy tanks and variants, $32, by James Kinnear, Stephen L. Sewell, hard cover, 232 pages, color and black-and-white photos, ISBN: 0-9781-4728-2051-8. From Osprey Publishing.



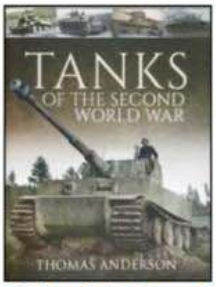
Rising Sun at War - The Japanese Army 1931-1945, $22.95, by Philip Jowett, soft cover, 175 pages, all black-and-white photos, ISBN: 9-781473-874886. From Pen & Sword Books Limited.



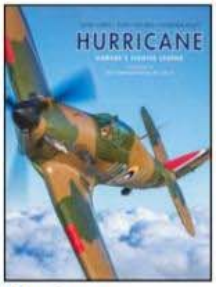
Conway Warship 2017, $60, edited by John Jordan, hard cover, 208 pages, all black-and-white photos, ISBN: 978-1-84486-472-0. From Osprey Publishing.



Military Technology of the First World War, $39.95, by Wolfgang Fleischer, hard cover, 222 pages, all black-and-white photos, ISBN: 9-781473-854192. From Pen & Sword Books Limited.

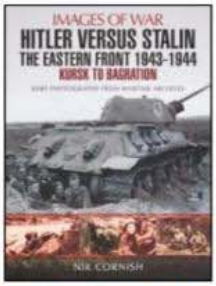


Tanks of the Second World War, $39.95, by Thomas Anderson, hard cover, 217 pages, all black-and-white photos, ISBN: 9-781473-859326. From Pen & Sword Books Limited.

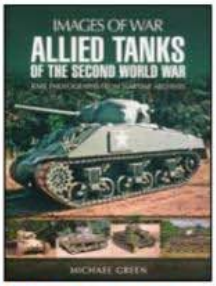


Hurricane: Hawker's Fighter Legend, $45, by John Dibbs, Tony Holmes, Gordon Riley, hard cover, 256 pages, ISBN: 0-9781-4728-229-5-6. From Osprey Publishing.

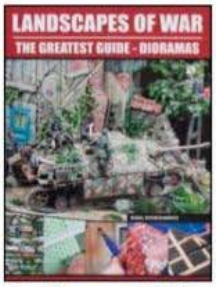
Sikorsky S-43/JRS-1 Amphibian, $29.95, by Steve Ginter, soft cover, 100 pages, 3 color photos, 8 drawings, 232 black-and-white photos, ISBN: 978-0-9968258-5-6. From Specialty Press.



Hitler Versus Stalin The Eastern Front 1943-1944 Kursk to Bagration, $24.95, by Nik Cornish, soft cover, 160 pages, all black-and-white photos, ISBN: 9-781473-861701. From Pen & Sword Books Limited.



Allied Tanks of the Second World War, $24.95, by Michael Green, soft cover, 208 pages, color photos, black-and-white photos, ISBN: 9-781473-866768. From Pen & Sword Books Limited.



Landscapes of War - The Greatest Guide - Dioramas Vol. III, $34.95, soft cover, 160 pages, all color photos, ISBN: 9-788495-464934. From Accion Press.

Aurora Model Kits - with Polar Lights, Moebius, Atlantis, $29.99, by Thomas Graham , soft cover, 200 pages, 465 color photos, ISBN: 978-0-7643-5283-6. From Schiffer Publishing.

More at www.FineScale.com

Want to know more about the decals and books featured in New Products? Get an in-depth look at both at www.finescale.com

CORRECTION:
In the July 2017 issue we listed IBG's 1/35 Scammell Pioneer (No. 35029) price incorrectly. The correct price of the kit is $73.99.

By Aaron Skinner

Weathering a Desert Spitfire

Filters, pigments, and pastels add dust

Engine: *After removing pour plugs from the Brassin parts, Floyd painted the engine off the airframe and separate from its mounts. Fortunately, the kit and aftermarket engine can be mated once painting is complete.*

Floyd Werner describes Eduard's 1/48 scale Spitfire Mk.IXc as probably "the best kit he's ever built." Adding Eduard's aftermarket Brassin cockpit and engine improved the kit's already good detail without overly complicating construction.

In no time at all, the model was ready for painting.

After applying the kit's precut masks to the canopy, he wiped the model with Testors Plastic Prep and sprayed the clear parts with interior green to match the cockpit. Alclad II Gray Primer and Microfiller revealed a couple of trouble spots to be fixed; a final coat provided a smooth foundation for the camouflage. "It is the perfect primer," he says. "Covers and dries quickly; it's the only one I use."

To make the underside more visually interesting and start weathering the top, he pre-shaded with Tamiya NATO black. Not only did he spray the dark color along panel lines, Floyd also applied the shade to various panels at different densities.

For airbrushing, he uses a Tamiya HG with the pressure at about 40 psi.

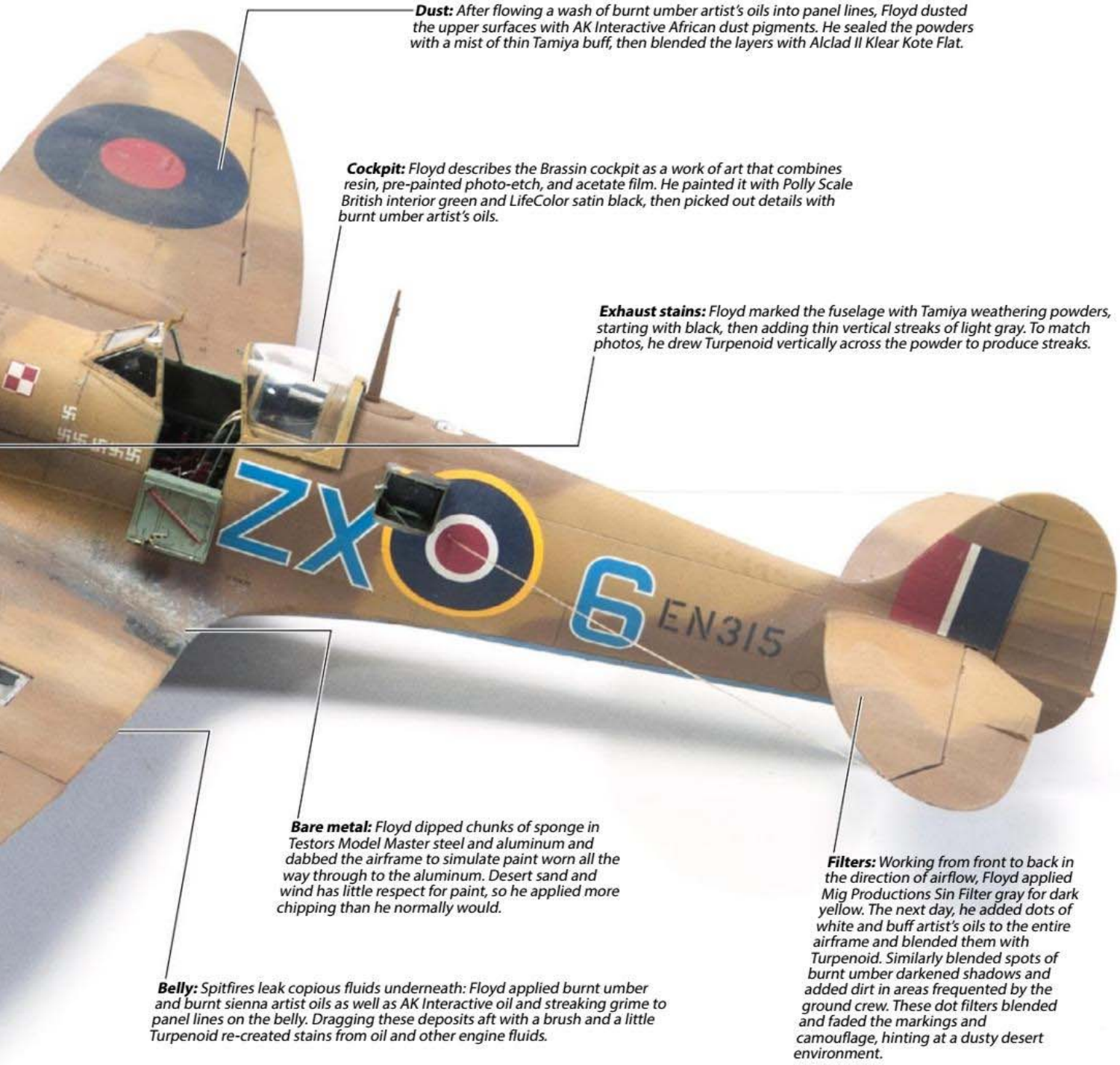
"I thin my paints to the consistency of whole milk or fine red wine — nothing so precise as to measure it," he says. "I do thin the pre-shading color slightly more."

He painted the underside first with Vallejo azure blue. Then, thinking that looked too blue, he oversprayed it with Polly Scale azure blue, a different shade that broke up the monochromatic belly and obscured the previous layer. A little white in the paint post-shaded panel centers and added highlights.

After masking, Floyd painted the upper surfaces with Vallejo middlestone, which was post-shaded with thin Tamiya desert yellow.

Rather than masking, he airbrushed the final color, GSI Creos acrylic dark earth, freehand with an Iwata airbrush. That produced a tight pattern with slightly soft edges. He added a little white to the color for post-shading.

In preparation for the kit's Cartograf decals, Floyd sprayed the model with Pledge FloorCare Multi-Surface Finish (PFM) mixed with a few drops of Mr. Color Thinner. A second coat of PFM sealed the markings before he sprayed a layer of Alclad II Klear Kote Flat as a precursor to weathering. **FSM**



Dust: *After flowing a wash of burnt umber artist's oils into panel lines, Floyd dusted the upper surfaces with AK Interactive African dust pigments. He sealed the powders with a mist of thin Tamiya buff, then blended the layers with Alclad II Klear Kote Flat.*

Cockpit: *Floyd describes the Brassin cockpit as a work of art that combines resin, pre-painted photo-etch, and acetate film. He painted it with Polly Scale British interior green and LifeColor satin black, then picked out details with burnt umber artist's oils.*

Exhaust stains: *Floyd marked the fuselage with Tamiya weathering powders, starting with black, then adding thin vertical streaks of light gray. To match photos, he drew Turpenoid vertically across the powder to produce streaks.*

Bare metal: *Floyd dipped chunks of sponge in Testors Model Master steel and aluminum and dabbed the airframe to simulate paint worn all the way through to the aluminum. Desert sand and wind has little respect for paint, so he applied more chipping than he normally would.*

Belly: *Spitfires leak copious fluids underneath: Floyd applied burnt umber and burnt sienna artist oils as well as AK Interactive oil and streaking grime to panel lines on the belly. Dragging these deposits aft with a brush and a little Turpenoid re-created stains from oil and other engine fluids.*

Filters: *Working from front to back in the direction of airflow, Floyd applied Mig Productions Sin Filter gray for dark yellow. The next day, he added dots of white and buff artist's oils to the entire airframe and blended them with Turpenoid. Similarly blended spots of burnt umber darkened shadows and added dirt in areas frequented by the ground crew. These dot filters blended and faded the markings and camouflage, hinting at a dusty desert environment.*

Meet Floyd Werner

FLOYD IS KNOWN FOR his scale Bf 109s and helicopters. A 21-year Army veteran, Floyd flew Cobras and Kiowa Warriors including tours in Iraq, Bosnia, Korea, and Germany. Now he serves as a sworn Flight Officer for Baltimore City Police and flies helicopters chasing bad guys. In addition to writing for *FSM*, Floyd authored a book about the Kiowa Warrior, starred in the Master Class Model Building Video series, and operates Werner's Wings, an aftermarket company specializing in parts and decals for U.S. military helicopters. The recipient of many regional and national awards, Floyd has been married to his high school sweetheart, Yvonne, for 36 years; their daughters have blessed them with five grandchildren. His motto has always been "Modeling is fun!"

By Joe Hudson

Painting beards

Neat techniques for a well-groomed dwarf

Dwarves and facial hair go together like Peaches and Herb or hobbits and rings. A great example of this can be seen on Robot Rocket Miniatures' (www. robotrocketminiatures.co.uk) 1/12 scale bust, *The Long Road*. The resin dwarf is a gem with terrific detail that allows you to go crazy with colors and textures.

I used new handmade paintbrushes from The Brushman, David Jackson (thebrushman@hotmail.co.uk) He provided me with samples of several brushes and they are amazing!

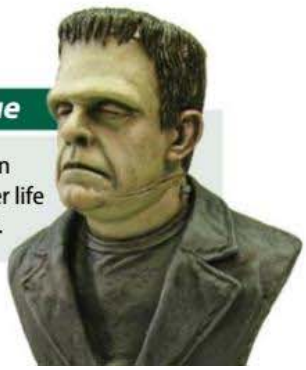
As I proceed with the dwarf's hair, you'll notice I did not add any specific shadow colors to the hair. Instead, the previous layers act as shadows, and I think the hair looks more natural for it.

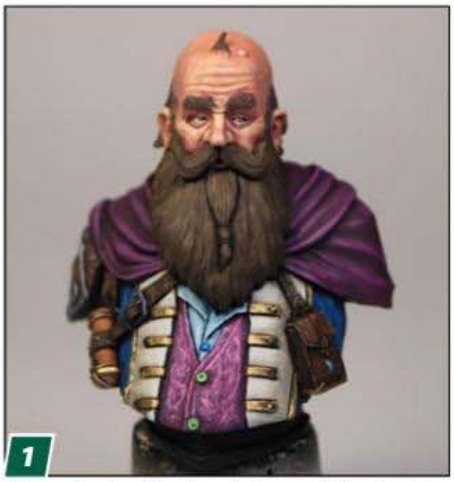
Paints used

Scale 75 Fantasy & Games Shrapnel Red SFG-36
Scale 75 Fantasy & Games Chink Orange SFG-37
Scale 75 Fantasy & Games Hykey Yellow SFG-41
Vallejo Model Color Chocolate Brown 70.872
Vallejo Model Color Black 70.950
Vallejo Game Air Bone White 72.734

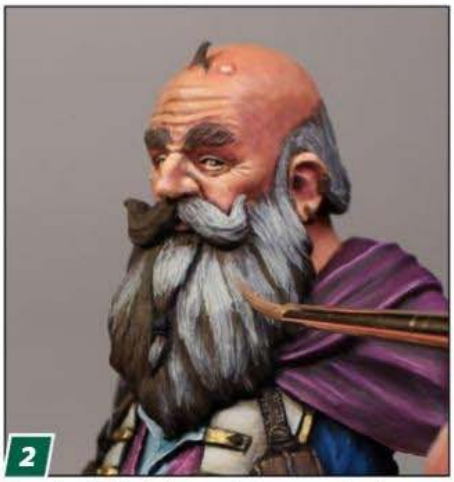
Next issue

Mark McGovern gives a monster life with dot filters.

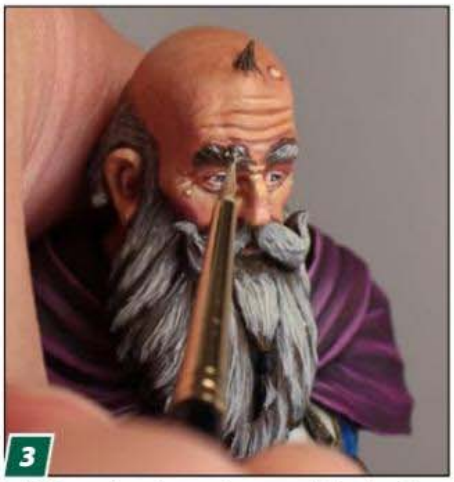




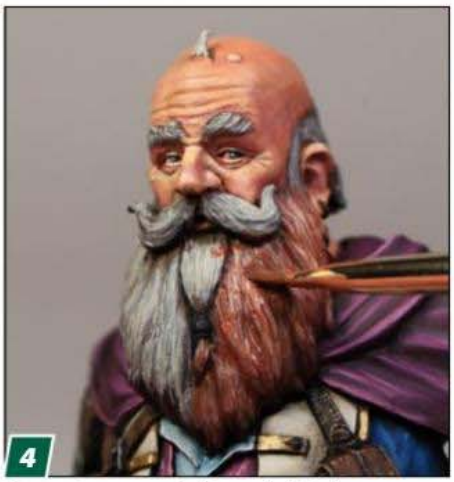
After painting the dwarf's face and clothes, I blocked in the beard, mustache, eyebrows, hair, and topknot with Vallejo chocolate brown. Then I outlined the beard ponytail, under the mustache, beard, and hairline with Vallejo black.



I brushed Vallejo bone white onto raised areas and other highlights. This important pre-shading step works with the thin, glaze-like Scale 75 colors I will use next to give the hair depth and make it look vibrant.



I didn't neglect the eyebrows and forehead tuft; I brushed the bone white in the direction of the hair.



The easiest step of all: I applied Scale 75 shrapnel red to all of the hair. The thin paint allows the pre-shaded highlights and shadows to show through.

The Scale 75 paint required several layers to achieve the desired density. In between each layer, I used a hairdryer to speed the process.

Switching to a pointed brush for more control, I painted a mix of Scale 75 chink orange and shrapnel red to high spots along the beard, mustache, hairline, tuft, and eyebrows.

I added layers with progressively more chink orange. Pure chink orange graces the uppermost strands.

For the final touch, I brushed glazes mixed from Scale 75 hykey yellow and chink orange over the highlights.

The glazes became progressively lighter with more and more hykey yellow. The brightest spots, such as the tips of the mustache, are almost pure hykey yellow. **FSM**

Turn out a terrific T-26

A master modeler's step-by-step finishing guide /// BY ADAM N. P. WILDER

Although not celebrated like the famous T-34, the T-26 light infantry tank played a critical role in the Soviet army from the early 1930s through World War II. When the Germans invaded the Soviet Union in 1941, the USSR had more T-26s in its inventory than any other tank.

HobbyBoss' 1/35 scale T-26 Model 1938 (No. 82497) looks right and has plenty of detail, but the complex suspension is fragile with fine features that are easily broken or lost during cleanup. I added fishing sinkers inside of the hull to keep the wheels flat on the Friulmodel metal tracks (No. ATL-45) I used in place of the kit's individual-link plastic tracks. I added extra bolts to the hull and fender mounts, and used sheet styrene in place of incorrect photo-etch at the front of the turret.

Weld seams were added to the superstructure and turret using stretched sprue softened with liquid plastic cement and textured with a sharp hobby knife. The driver's hatches were a bit too wide; I had to shave about 1mm away from the front right-hand sides of each one.

After a coat of primer, I airbrushed the dark green base coat and camouflage using Vallejo Model Air acrylics.

I reduced the airflow from my compressor to 10 psi to airbrush the camouflage. I applied the Vallejo Model Air colors without thinner and outlined the pattern before carefully filling in each section.

With the camouflage complete, I airbrushed a faint yellow filter over the model using a mix of Tamiya clear gloss (X-22) and clear yellow (X-24) acrylics.

I blended dots of yellow, white, and burnt umber artist's oils into the camouflage with a brush damp with turpentine. Pulling the brush from top to bottom created natural-looking streaks as it softened the contrast of the camouflage.

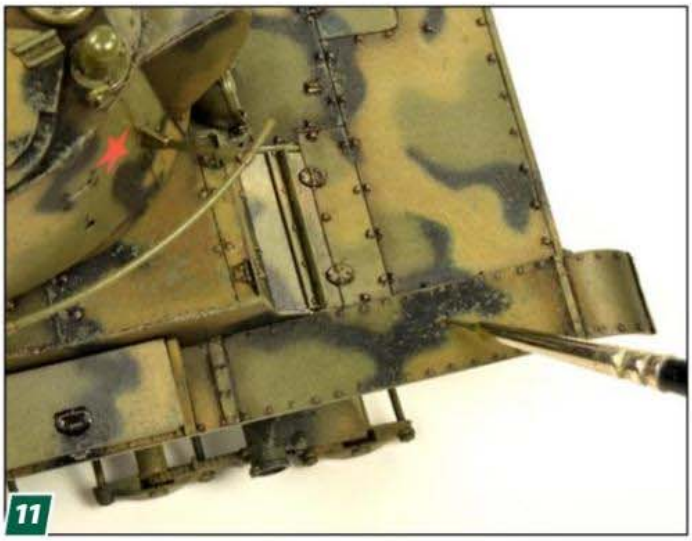
Next, I painted dark oils around large details, such as tools and stowage boxes …

… then blended them with a little turpentine on a clean brush. This creates shadows and accentuates features.

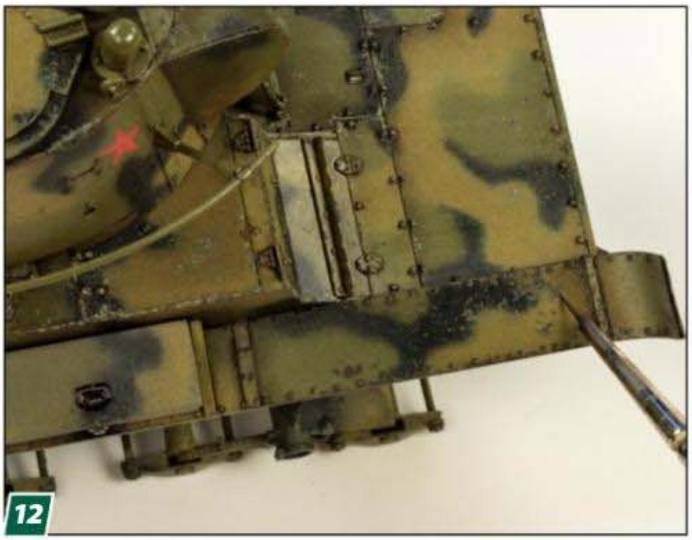
I flowed Wilder Nitroline deep shadow wash around small details like bolts and seams.

Pulling a fine brush and enamel thinner down the surfaces blended excess wash and produced subtle streaks.

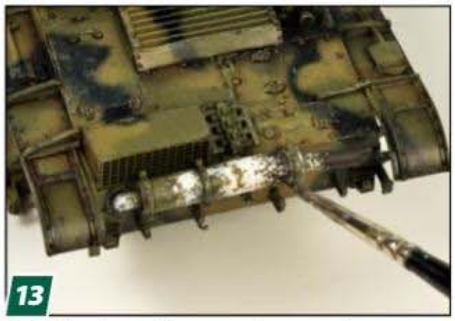
After dipping a chunk of sponge in the green base color and blotting away excess paint on a paper towel, I dabbed it over edges and corners on the tan and black to simulate paint chips.



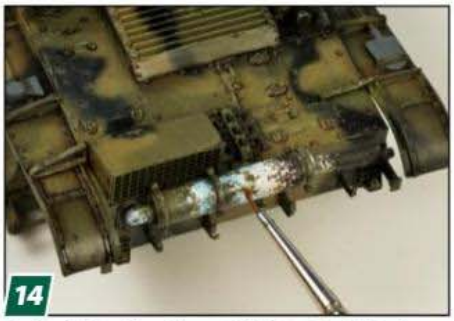
Next, I mixed a lighter shade of the base color and applied it with a fine brush to paint chips and scrapes in the base green camouflage.



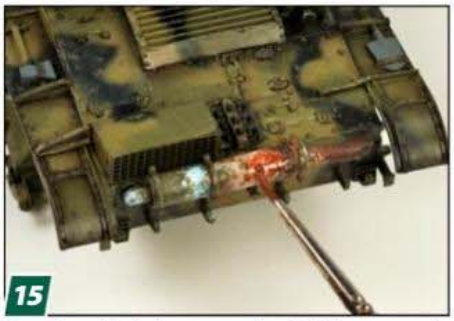
Then, I painted dark brown into the chips to simulate dark steel showing through the deepest blemishes.



To finish the muffler, prominent on the rear plate, I started by painting large light tan and dark brown chips over the green with a 000 brush.



A thin, light blue filter of Vallejo Model Color acrylics thinned with tap water hinted at heat damage.



Next, I applied a heavy wash of Wilder enamel rust effects mixed with pigments for corrosion color and texture.

After masking the rest of the model, I spattered the exhaust with two shades of Wilder rust speckling effects. An old, stiff brush with the bristles cut short is ideal for this work.

I brushed spots of rust effects over the largest areas of chipping added earlier …

…then blended them into the surface with enamel thinner.

Faint rust chips were spattered over the vehicle. When I was happy with the effect, I placed the model in front of a small fan and let the enamels dry for a few days.

I painted the headlight lenses with a coat of Testors chrome silver. A wash of Tamiya smoke diluted with lacquer thinner darkened the edges for a glass-like appearance.

To mimic mud buildup seen in photos of T-26s, I deposited Wilder light gray textured earth, an acrylic mixture, on the suspension bogies.

Then, I brushed Wilder Nitroline gray dirt speckling effect on the lower hull.

After letting the effect dry for a few minutes, I blended it with enamel thinner, softening the effect. I used speckling effect because it's relatively opaque and dries to an authentically varied sheen between flat and satin.

I painted splotches of Wilder dark road clay and light dry mud effects on the hull.

These earth colors were blended with enamel thinner. On the upper hull, I applied them along panel lines for contrast between neighboring plates and hatches.

I made rain marks on the sides of the hull and turret by brushing on streaks of light dry mud with a fine brush …

… and blending them from top to bottom with a fine brush and a little thinner. Working enamels this way is a bit tricky and takes practice to master.

I piled pigments over previously applied textured earth to vary the shade and add a grainier texture to these areas. Pigment fixer anchored the powder.

I dusted Wilder brown Russian earth, dry European earth, and street dust dry pigments over the running gear …

… and the lower hull to add more layers of dust and dirt while blending the underlying earth effects.

Dipping the Friulmodel metal tracks in Wilder Quick Rust oxidized the links in preparation for more weathering.

To get thick textured earth on the tracks, I mixed a slurry of Tamiya buff, Wilder pigments, texturing plaster, and sifted sand.

Using an old brush, I applied the goop to the idlers, drive sprockets, and tracks; drawing the bristles from side to side deposited dirt in the treads.

After an hour, I refined the dried slurry and evened out too-heavy deposits with a stiff brush. This also gives the stuff a naturally rough texture.

I placed various shades of earth pigments over the dried slurry and blended them with enamel thinner.

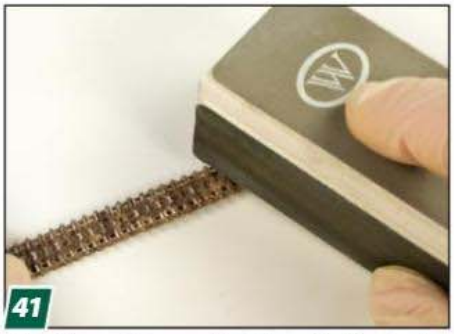
More earth tones were speckled onto the tracks …

… and on the front and rear sections of the lower hull. Card masks limited the spray.

I mixed wet mud from Wilder gray dirt spatter speckling effect and dark brown powder with murky water wet effect. I brushed that over the suspension and blended it with enamel thinner.

Next, I speckled some dark mud under the fenders and over the lower hull.

More dark mud was brushed onto the tracks and lightly blended with thinner.



After the earth tones dried, I sanded the tracks to expose bare metal on the cleats.

A few streaks of slightly thin murky water wet effects broke up the dry earth tones a bit. I also applied these wet effects onto some of dark mud on the hull and tracks. This subtle step finished the model.

Soviet workhorse: This T-26 looks like it's been through all that Russian weather can dish out. **FSM**

How to paint and weather YOUR HORNET

Modeling Academy's 1/72 scale kit as a CF-18

BY MASSIMO SANTAROSSA

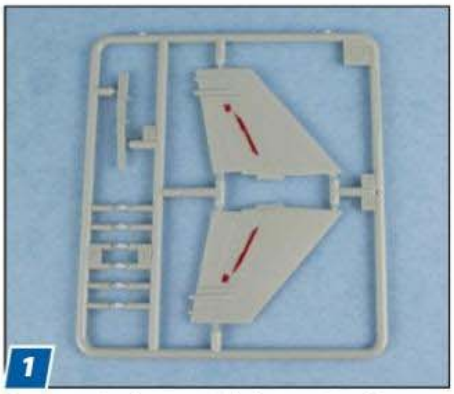
Whether it's an American or Canadian fighter, low-viz gray is somewhat short on colorful excitement. But an aftermarket shopping trip, along with effective finishing and weathering, can give your Hornet a sharper sting and put some sizzle in a monochromatic scheme.

The McDonnell Douglas CF-18 entered Canadian Forces service in 1982 with 410 Squadron, and it remains Canada's front-line fighter. Over the decades, the aircraft has gone through several upgrades to keep it current and able to operate alongside other NATO and foreign air forces. However, its days are numbered as the Canadian government goes through the process of determining what Canada's next fighter aircraft will be.

So, it seems an appropriate time to add a model of this aircraft to my display case. I chose Academy's 1/72 scale CF-18A for this build, and added interest with a selection of aftermarket resin details and decals. Because the model would wear the Hornet's initial Canadian livery, a bit of plastic surgery was indicated to get this period piece right.

"Fangs of Death"

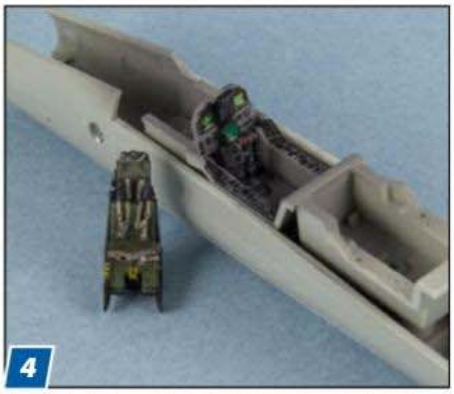
– Motto of 439 Squadron



Construction began with destruction. To backdate the Hornet to a mid- or late-1980s CF-18A, certain details needed to be removed: reinforcing plates on the tail, blade antennas on the nose, receiver blisters common to the C, and the leading-edge fences.

I used Wolfpack wings with dropped flaps, resin parts that are crisply molded, free of flash or molding seams, and designed to fit the Academy kit. I removed the casting blocks with a fine-toothed razor saw and sanding sticks. Wear a respirator: Resin dust is highly irritating.

Using a Quickboost resin seat instead of the kit part improves the cockpit. Along with other cockpit elements, it was brush-painted and given a pinwash of Payne's gray to deepen details.



I installed the cockpit in the lower fuselage but left the seat out to avoid damaging it. The kit shares the same fuselage and cockpit parts with its two-seat cousin, but a different upper fuselage panel hides this. Note the identification light just ahead of the cockpit, common to Canadian Hornets.

The fuselage is made of several parts, and constant test-fitting was required. Even so, mating the two major fuselage assemblies was not a snap. Firm clamping was needed while the glue cured overnight.

Imperfect fits left several gaps to deal with, most obviously behind and above the intake splitter and under the wings but also around the nose and forward fuselage.

Large gaps were filled with either epoxy putty or plastic card, then sanded smooth. Smaller gaps were addressed by Mr. Surfacer; when dry, the excess material was wiped away by a cotton swab moistened with Tamiya lacquer thinner. The latter method is quick, will not harm the plastic, and needs no sanding when done.

Painting started with the wheel bays and speed-brake housing. Testors Model Master enamels were used throughout. Gloss white was also sprayed on the struts, wheels, speed brake, and inner faces of the landing-gear doors.

Instead of using decals, I painted the false canopy on the underside with gunship gray. I masked that and sprayed the underside of the plane light ghost gray, then began weathering as soon as the first coat was dry. Random areas and panels were sprayed with a lightened shade of the base color.

Topside, it's the same way. I painted everything medium gray, then selected panels to paint a lighter shade. These color variations develop as an aircraft goes through maintenance and has new parts fitted.

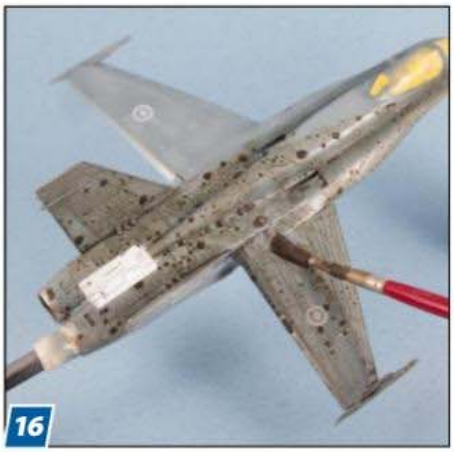
The result is an airframe that shows some wear and tear. Don't worry: These sharp contrasts will be softened by more weathering later.

A painted surface looks more realistic than a decaled one: Here, I'm adding wing walks using highly thinned RAF ocean gray. This layer is built up slowly and randomly to show where crewmen had been walking.

Three coats of Alclad II aqua gloss clear were applied to the model to ready it for decals and weathering. I misted each coat on at 45-minute intervals.

Canuck Model Products decals provided markings for 439 Squadron as it looked in the early 1990s.

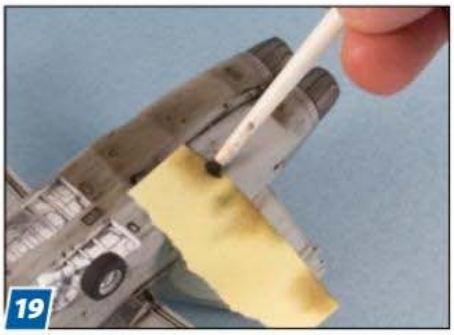
I kept track of the myriad markings and stencils by checking them off the instruction sheet as I applied them.



The main weathering started with a liberal coating of Flory Models wash, a water-based product that's easy to clean up and forgiving of errors. The fine pigments settled nicely into panel lines.

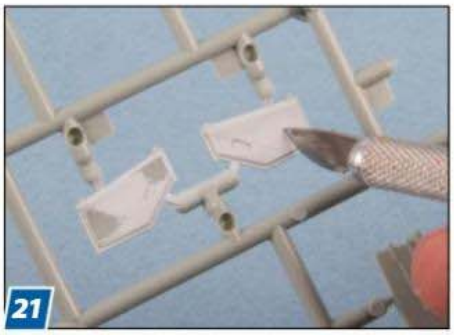
When the wash had dried, I wiped away excess with a damp rag, using cotton swabs in the tight spots. Wipe in the direction of airflow; if too much is removed, reapply and repeat.

With the model flat-coated, I targeted specific areas for additional weathering. Various streaks were added using a thin mix of raw umber and lamp black artist's oils mixed to the color of dark, used motor oil; small amounts were strategically placed with a fine brush, then drawn aft with a flat brush.

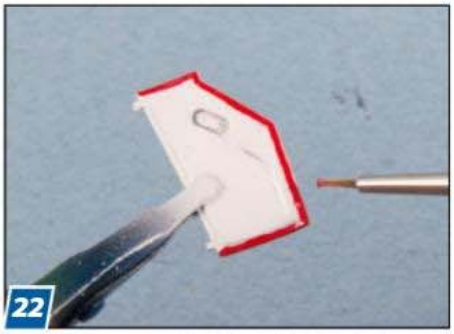


Other streaks and stains were added with pigments. Using a Post-it note as a quick mask, I drew a stiff brush across the model and free-handed general dusting on upper surfaces where ground crew would walk.

I tested these techniques and products on a scrap kit. This allows you to refine a technique without risking a fine work in progress. Practice does make perfect.



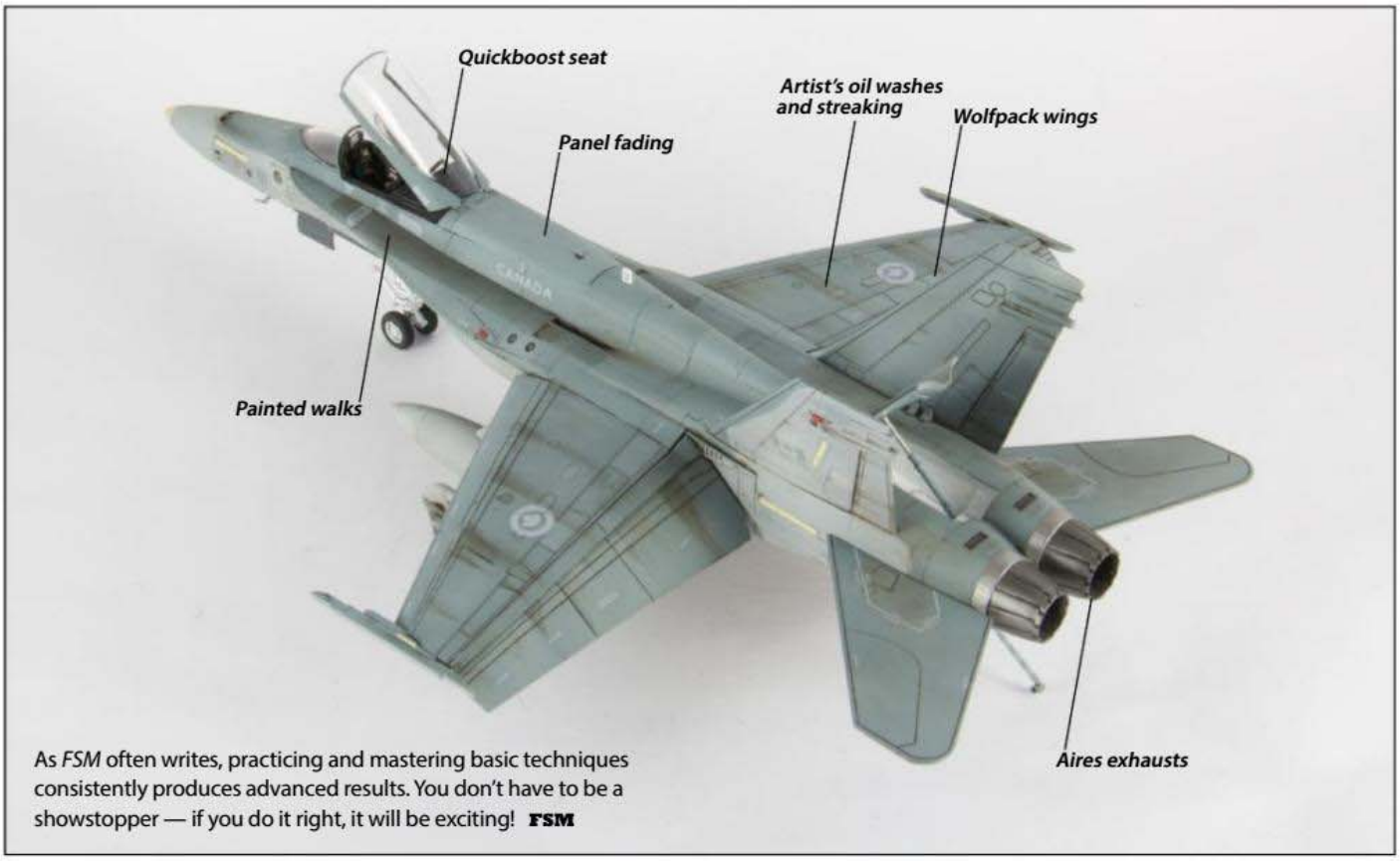
Ejector-pin marks are common. On the gear doors, I gently scraped them away with a No. 12 blade, sanded to remove any scratches, and repainted them.



Gear doors are outlined in red to protect ground crew's noggins. I painted the edges with guards red using a fine brush.

Aires resin exhausts were a welcome addition, but their large-diameter trunking ran afoul of the kit's interior. To fit them and keep them pointed in the right direction, I sanded the offending side as thin as possible.

All the major subassemblies ready for installation: I used super glue for weight-bearing parts, white glue for others.



As *FSM* often writes, practicing and mastering basic techniques consistently produces advanced results. You don't have to be a showstopper — if you do it right, it will be exciting! **FSM**

Dirty up a ZLC-2000

HobbyBoss' 1/35 scale Chinese airborne IFV gets an oil paint job /// BY SEAN LYNCH

The ZLC-2000 is the Infantry Fighting Vehicle (IFV) of the People's Liberation Army (PLA) airborne forces. It features a one-man turret with a 30mm cannon, a 7.62 coaxial machine gun, and an HJ-73C antitank guided missile (ATGM) launcher with three missiles. It can be air-dropped using multiple parachutes, but this means that the armor is very thin to make the vehicle as light as possible.

HobbyBoss' 1/35 scale kit has a low parts count and comes together quickly. Although there is no interior, the detail is pretty good; I replaced solid molded grab handles with styrene rod. When it came time to paint, I decided to create the standard three-tone camouflage. On previous models, I found that my base colors looked rather lifeless.

Determined to make this paint scheme pop, I developed a combination of techniques using artist's oil paints. I find that oils are more forgiving of me and my mistakes. The main disadvantage is that they take a while to dry — but the end result is noticeably more vivid.

3,000

The maximum range, in meters, of the HJ-73C antitank guided missile

Using Tamiya acrylic paints, I first primed the entire vehicle with NATO black, which gives the appearance of shadows through all the subsequent layers. Next, I airbrushed a yellow base color made of dark yellow mixed with a bit of deck tan and flat white to lighten the shade. The dark green layer is a mix of dark green and NATO green. The last layer is flat green. All of the colors were mixed with a few drops of clear and thinned at a 50:50 ratio with lacquer thinner.

I made a thin wash with Mig Productions shadow brown Abteilung 502 oils and used it to unify the three colors and create shadows in recesses. Concentrated pinwashes with AK Interactive wash for NATO camo vehicles brought out the details.

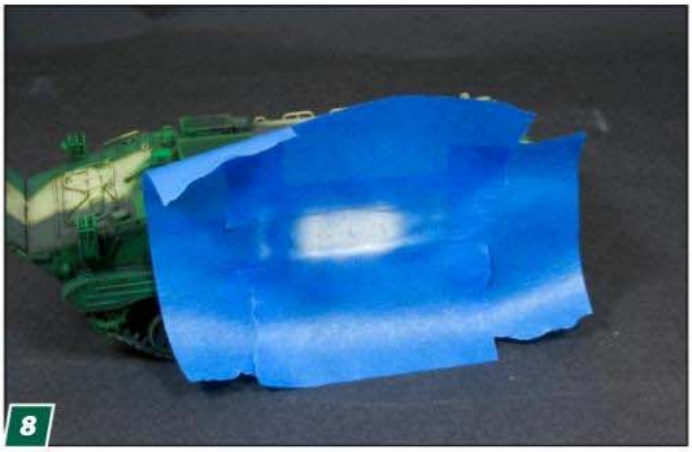
Mapping a model adds another layer of visual interest by altering the color of the details. Here, gun ports, rivets, periscopes, and grab handles have been mapped with highlights of different Vallejo shades of the base colors.

To make the colors pop, I used a stubby brush to scrub oil paints lighter than those of the base colors onto the flat surfaces of a test model. Winsor & Newton permanent green light and Mig buff and faded gray did the trick. A cardboard pallet helps absorb excess linseed oil from the paint, which makes it dry faster with a matte finish.

Shadow brown was then brushed onto the edges and painted into shadow areas. A clean brush blended the oil paints.

Back on the model, you can see how the scrubbing effect enhanced the green at the front of the vehicle when compared to the untreated bland color at the rear.

Using exaggerated brush strokes, I applied shadow brown to the corners and larger areas. This provided a great foundation for the weathering to come. Once the oils dried, the vehicle was sealed with satin varnish.



I decided to make templates for the vehicle numbers using the decals provided. I applied the decals to masking tape, cut the pattern out, and then airbrushed over my homemade mask. I find that white has a bad habit of finding its way around masks, so I made sure to block off a large area.

It's coming together! With the camouflage and markings complete, I could focus on the small details.

I used a variety of Vallejo paints for the vision blocks, ATGM, tools, and tow cable. Wanting a roughed-up look, I painted superficial scratches with lighter versions of each camo color. Exposed aluminum was made with a mix of black-gray and steel and then touched up with graphite pencil. I believe the real turret is made of steel, so chips there were painted with a rusty brown.

Still more to beautify — Mig buff oil paint and AK winter streaking grime enamel and rust streaks enamel added dirt and mud.

12

AK earth effects enamel was painted on the running gear, around hatches and corners, and in the turret-ring area. The paint builds a base for the dirt accumulation and gives the following layers of pigments something to grab onto.

13

I piled Mig mud pigments and AK European earth pigments on top of the enamel earth color.

14

Photos show that the side skirts do a good job keeping mud from going too far up the hull, and dirt confined to the running gear. I applied mineral spirits to the area, sprinkled on mud pigments, and then repeated the process twice more in dirtier areas. AK enamel engine oil stains were randomly applied to the suspension and road wheels.

15

My final weathering touch was to add AK enamel engine oil and fuel stains all over the vehicle. The hull was attached to a base and the turret was carefully installed.

16

The dirtier, the better — each layer added more visual interest to an already interesting vehicle. See more photos of the end result online at www.FineScale.com/OnlineExtras. **FSM**

Improving

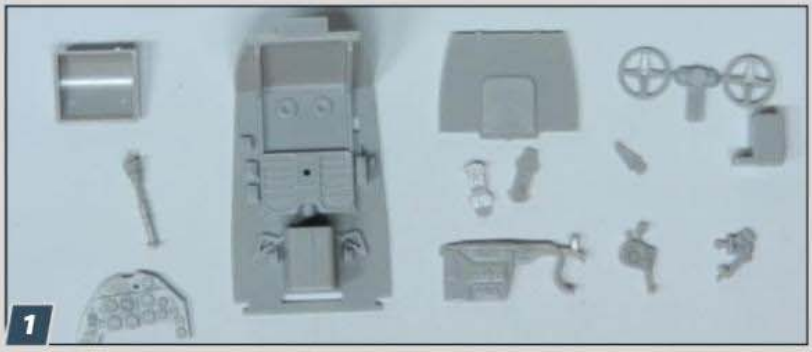
When Hasegawa launched its range of 1/32 scale Bf 109Gs more than 15 years ago, it spurred a revolution of large-scale modeling the likes of which hasn't been seen since the 1970s. The kits were straightforward, had no real vices, and fit well. Soon after Hasegawa's initial release, Revell issued a G-4 version under the Monogram Pro Modeler

a big Bf 109

Model car clear gloss lacquer separates paint layers

BY SCOTT A. WEIR

brand. If you like a buttoned-up look with no arduous engine build and a relatively simple but adequate cockpit, then this is the kit for you. It comprises 128 parts, including two resin wheels. I built it almost straight from the box, replacing only the spinner (from Revell Germany's new 1/32 scale Bf 109G-6). All paints and finishes are Testors products.



I assembled much of the cockpit before painting but left some parts on the trees.

In the middle of World War II, Luftwaffe directives called for exposed cockpit areas to be painted RLM 66. Model Master schwarzgrau (No. 2079) is a perfect match.

Don't forget to paint the cockpit walls inside the fuselage. I used a Testors Aztek A470 internal-mix airbrush throughout this build.

Then I airbrushed the wheel wells with Model Master RLM 02 grau (No. 2071).

To aid the flow of washes, I airbrushed interior surfaces with wet-look clear lacquer (No. 1834) decanted from a spray can. Found with car colors, the lacquer goes on thin.

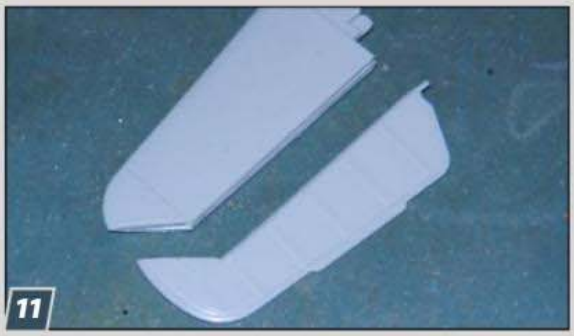
Then I hand-painted details with a fine brush. I dry-brushed Model Master aluminum (No. 1781) to hint at painted metal bared by wear.

After sealing the details with another light coat of wet-look clear, I applied thin washes of white and raw umber artist's oils to make the details pop. A quick shot of Model Master lusterless flat lacquer (No. 196003) finished the cockpit.

The instructions point out panel lines and hatches absent from the G-4. I filled them with contour putty (No. 3511) and wet-sanded them flush. I also opened holes in the lower wing halves to mount gun pods, and in the upper wing for wheel-well bulges.

I left off the large tropical filter and supercharger intake from the port side of the fuselage for easier painting.

G-4 tail wheels were fixed but retained the opening of the F models. I cut it out with a No. 11 blade.



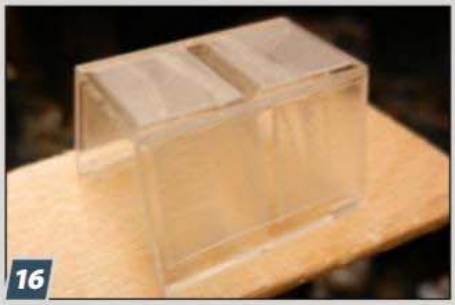
For a more-dynamic display, I cut the elevators from the horizontal stabilizers so I could pose them.

I lightly wiped the surfaces with regular paint thinner to remove mold-release agents. The solvent lightly etches the surface of the plastic, giving paint and primer something to bite into and improving adhesion.

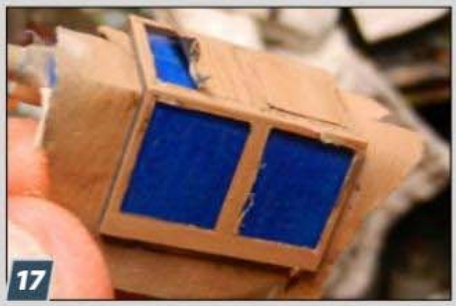
Over enamel primer (No. 2748), I airbrushed the rudder and lower nose with Model Master RLM 04 gelb (No. 2072). (The port wing was used for an early test of camouflage colors.)

I masked the nose and rudder with painter's blue tape, then pre-shaded panels and details with thin lines of flat black (No.1149).

I airbrushed the North African camouflage with Model Master RLM 78 (No. 2087) hellblau underneath. Topside I used RLM 79 sandgelb (No. 2088) warmed with a few drops of flat black, white (No. 1145), and rust (No. 1185).



After stretching Parafilm "M" over the canopy, I cut along the frame edges with a new No. 11 blade.



I first sprayed the canopy with schwarzgrau to match the interior, then painted it with the upper camouflage color.

To mask for the fuselage band, I wrapped Parafilm "M" around the body several times; it easily covers compound curves. Carrying the masking a few inches fore and aft protects against overspray.

I masked the wingtips with low-tack painter's tape and painted them and the fuselage band flat white (No. 2142). Then I sprayed the model with wet-look lacquer for decals. I settled the kit's decals with Solvaset.

After painting the wheels and tires gloss black (No. 1147) and gray (No. 1163), respectively, I airbrushed the propeller blades with Model Master RLM 70 black green (No. 2080).

I applied another coat of wet-look gloss, then rubbed white artist's oils to the upper surfaces to replicate sun-fading. I wiped away the excess, leaving a thin residue over the paint and decals.

Then I added another layer of clear gloss and applied a wash of raw umber artist's oil to the entire model. I worked it into the recessed panel lines with a soft toothbrush, then wiped off excess with a soft cloth.

I finished with a sealing coat of lusterless clear. Many Luftwaffe paints were semigloss, but I reckoned the Mediterranean sun would more than likely knock the smile off that sheen in pretty short order. **FSM**

▲ LUIZ ROELS
RIO de JANEIRO, BRAZIL

Given Revell's 1963-vintage 1/570 scale *Bismarck* by his brother-in-law, Luiz wanted to build it for him as a gift. Luiz cited www.kbismarck.com for his research, "which provided photos and colorful line drawings with six different paint schemes. The chosen one was from March to May 1941 in the Baltic Sea". He built the kit from the box except for sanding off molded features to fit scale anchor chains. The rigging is .1mm fishing line, and the paper flags were printed on his inkjet printer. Painting with Tamiya colors, he followed instructions from Tamiya's 1/350 scale *Bismarck*. "Since I don't have steady hands anymore, everything had to be airbrushed, even the tiny details," he says. "That meant an extensive masking job, a true nightmare that demanded many weeks!" He finished with two coats of Vallejo clear flat varnish and painted the nameplate with Tamiya gold leaf. "I am not a very experienced modeler, but I am surely proud of the result," Luiz says.

▼ SIMON NEWELL
SIDMOUTH, DEVON, ENGLAND

Setting a modeling challenge for himself, Simon bought carbon-fiber decals, photo-etch, and cast-resin detail from Hobby Design, plus a front-fork Detail Up kit from Tamiya for its 1/12 scale Yamaha YZR-M1 '05. He added brake sensor wires and a stroke sensor he saw in his references. Simon applied Tamiya spray-can racing blue (TS-51) and hand-brushed details with Tamiya acrylic paints. "I was not entirely happy with the results from a rattle can, and so I have since gone on to purchase an airbrush," he says.

JEREMIAS LUCHINA
YERBA BUENA, TUCUMAN, ARGENTINA
"This is my 1/72 scale model of an Avro Lancaster in the colors of the *Fuerza Aerea Argentina*," writes Jeremias. "Fifteen Lancasters came to Argentina after World War II, but the type saw little use here because it was succeeded by the more-modern Avro Lincoln. The Lancasters belonged to *Grupo 2 de Bombardeo de la III Brigada Aerea* and continued until the mid-´60s." Jeremias built the Revell kit with White Ensign photo-etch, Quickboost machine gun barrels, and an Aerocalcas decal set. It's painted and weathered with Testors Model Master colors.

▲ JACK JONES
WILLIAMSBURG, OHIO
Jack converted an AMT 1/25 scale Ford C600, giving it a short flatbed to mount a scratchbuilt cannon and a machine gun from his spares.

◀ ROBERT BYRNES
NOVI, MICHIGAN
"The kit is fantastic," says Robert of Atomic City Models' 1/12 scale Mercury capsule — but that didn't stop him from piling on his own fabricated details during an eight-month build. "Since I wanted to build *Freedom 7*, I needed to modify the window to portholes which are located in different areas of the capsule. And the hatch was a different design. The instrument panel also did not have the right section, so I scratchbuilt the entire cockpit with wiring and controls. I installed lights that operate with a reed switch located under the base." He finished with Testors Model Master acrylics and Alclad II lacquers.

▲ BILL HORTON
WEST HARTFORD, CONNECTICUT
Tamiya's 1/35 scale SAS Land Rover Pink Panther is loaded with Legend's aftermarket stowage kit. Bill mixed his own acrylic colors for the vehicle and used Vallejo paints to hand-brush the stowage *in situ*.

▲ WEST McDONALD
PORT COLBORNE, ONTARIO, CANADA
"I had seen a few other great conversions of this toy, and the scale and details looked amazing," West says, explaining his inspiration for going all in on Hasbro's Hero Series 29-inch *Millennium Falcon*. His model is a kitbashing cavalcade of parts from planes, firetrucks, and race cars, with a custom cockpit and LED lighting. He puts the scale at 1/44.

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Be sure to tell us the kit manufacturer, model, scale, modifications, paint and finishes used, and reason for choosing the model, along with your name and address. We look forward to seeing your work!

◀ FERNANDO TORRE
SHERRINGTON, QUEBEC, CANADA
Fernando painted Sideshow Weta Collectibles' 1/6 scale polystone Gollum to recall a moonlit scene from the movie *Lord of the Rings: The Two Towers.* After priming with Tamiya gray (XF-20), he finished with DecoArt craft acrylics, painting "unconventional" skin tones using raw umber, trail tan, red, blue, black, and white.

▶ GLENN SKIDMORE
JACKSON, NEW JERSEY
Little plane, big project: Glenn spent three months on Revell's 1/48 scale Stearman PT-17, modeling a crop-duster by adding a chemical hopper while extending the upper wingtips, enlarging the fuel cell, mounting a larger power plant, and scratchbuilding an air-induction system and oil cooler. He used EZ Line for the rigging.

◀ TERRY MOORE
LYNNWOOD, WASHINGTON
One of the last of the great propliners, the Douglas DC-7 was kitted in 1/122 scale to fit Revell boxes in 1954. Terry got an aftermarket nose and engines from HaHen, and Eastern Air Lines livery from Vintage Flyer Decals.

LLOYD KING
MABELVALE, ARKANSAS
A Coastal Kits display base hosts Lloyd's Tamiya 1/48 scale F-16C loaded with resin details from Steel Beach, Aires, Aerobus, Verlinden, Wolfpack, and Legends, along with some plastic pilfered from a Hasegawa kit. Decals came from Twobobs.

PEDRO NEGRÓN
TRUJILLO ALTO, PUERTO RICO
"I've wanted to build Takom's 1/16 scale FT-17 since I first saw it," says Pedro, who modeled it as a Japanese training vehicle. "I wanted to have *kanji* identifications used at the Japanese military schools." With no decals available, Pedro referred to photos and hand-painted the markings. He finished the Renault tank with an Ammo of Mig Jimenez olive drab modulation set.

GEORGE CLOVER
CATHEYS VALLEY, CALIFORNIA
George added photo-etch to the cockpit and landing gear on Hasegawa's 1/48 scale P-40E, marked as a plane that started its combat career with the 1st American Volunteer Group in the Chinese air force.

▲ ROGER WOLCZEK
PRATTVILLE, ALABAMA
Roger built the old 1/240 scale Revell kit to represent HMS *Campbeltown* in Admiralty Western Approaches camouflage. He painted with Humbrol enamels and gave it a light raw umber artist's oil wash and clear flat finish. Roger produced his own decals on an inkjet printer.

◀ JIM JAMES
WINTER GARDEN, FLORIDA
Holy jumpin' juggernaut! Jim painted Moebius' 1/25 scale Batmobile from *Batman v Superman* with a 1:1 mix of Testors gunmetal and Metalizer gunmetal for the right battle-tested finish.

Modeling for the movies

Not everything is computer-generated /// BY MARK HEMBREE

***Phoenix* — 1/48 scale**
"That's my design," Randy says. "It's a deep-space recon ship. The wing pods have huge fuel tanks and vertical thrusters. I'm redesigning it to make a military version of it. The original patterns were done with Plexiglas for the wings. The main hull, the curved part with the windows, is vacuum-formed. The master was carved out of high-density foam, then vacuum-formed with heavy plastic so I could cut out the windows and everything. But now that I'm producing it, the model that people can buy is all resin except for the windows; those are vacuum-formed. The vacuum-formed styrene is ⅛ inch thick. Then I beefed it up from there, because if it's too thin when you try to use it for molding, the molds can collapse on themselves a little bit. So I did two layers and built it up."

When Randy Cooper describes his model building, the process sounds familiar to most of us: Collect information from all the available references — books, magazines, websites, screen captures, designs, and drawings — then gather the needed construction materials and go.

It's the results that differ. There's no kit. And even if there were, it quickly becomes clear that Randy's skill exceeds that of the average modeler. As he says with a modest shrug while freehanding an angled cut on a ¼-inch-thick PVC sheet, "I do this a lot."

Indeed, just a partial list of credits shows that he's "been there." And he's been at it for a while — "back during the moon landings, if that tells you anything," he says. "I was into *Lost in Space* until I reached the age of reason. Then it was *Star Trek*."

Space: 1999 is what got him into scratch-building. But it was *Star Wars* modeling and a resulting feature story in a local (St. Petersburg, Fla.) paper that got his career going. The article was how he met Frank Cappello, who lived in the area before going on to fame as a screenwriter (*Constantine*, among other films). Cappello's studio is where Randy began learning the special-effects trade on commercial projects, culminating in trailers they produced for the AMC theater chain.

Cappello pursued his career to California and tried to convince Randy to follow. "But my first wife, she just didn't understand the dream," Randy says with a laugh. "Whenever you have a woman who is jealous of your hobby, especially if you were doing it before you met, it never works out."

Eventually Randy did move (and remarry). He still cites Cappello as a major influence. "He said the only way you're going to be able to move is by picking up a calendar, putting your finger on a date, crossing it, and saying that's the day you're going to move. Then you'll do it."

So Randy finally went west, landing a job with Boss Film Studio (*Alien 3*, *Ghostbusters*,

***Miner '49er* — 1/96 scale?**
Randy also calls this one *Frankenstein*: "I guess maybe it is 1/96 scale, maybe 1/100 scale. The model is quite small, from the front, maybe 12 inches wide. It's all resin. I worked on *Starship Troopers*, and I call it *Frankenstein* because you have all these molds and even extra parts to some of the large battleship models that we were building, and I would grab a few parts and arrange them like a puzzle, saying, that looks cool, that goes there, and before you knew it I had a ship built. It took only a couple of weeks. The lights are not LEDs, they're those old grain-of-rice bulbs. That's why they have a yellow tinge, they're incandescent. It's a mining ship, just a big ol' mining platform."

The Hunt for Red October) with an assist from Cappello.

"One of the things he told me was when you go (for an interview), don't walk in with a big, black zipper bag and just start pulling out pictures. They see that sort of thing 20 times a day. Go in with something unique. Do something they'll remember you by.

"So I got this big metal camera box and it was labeled *Danger! Explosive Imagination!* Probably couldn't get away with it today."

Along with images and designs, he presented a scratchbuilt model they could hold — and he was hired on the spot.

"That was good for a while," he says. "Toward the end, though, CG (computer generation) kind of took over. By 2005, I got out of it. There was just no work anymore."

He still believes composition and perspective are not as effective without the physical connection. "Always keep it simple and real," he says.

Returning to the St. Petersburg area, he began making models for hire. He still dabbles in film work, and life is good. "Florida is cheap enough where you can do miniatures and make a living," he says.

In addition to commission work, he sells his own line of model kits (randycoopermodelsdesign.squarespace.com). The site features a series of modeling videos (also posted on YouTube). Fair warning: The commentary is not for the faint of heart.

But that's Randy Cooper. The talent that propelled him from Florida to Hollywood was sufficient for a round trip. In fact, now he's moving to a bigger house with a little land and room for a shop — as well as his constantly growing number of models.

"Yeah, my collection has gone from ridiculous to insane!" he says.

More at FineScale.com

Time warp to *FSM*'s February 1987 showcase of some of Randy's earlier models, or check out modeler Steve Neill's 1/2 scale TOS *Enterprise* — all in our Online Extras.

X-29 — 1/96 scale
"There's a reason it's called the X-29," says Randy. "It has a B-29 window on it, and anything from the '50s was called X *something*. It's my own design. The ship is made of resin. It was a rocket shape we had laying around the shop, some prop from *Chronicles of Riddick*. I liked the spired shape, so I made new wings for it. I built one of the engines and resin-cast the other two from it."

Randy Cooper resumé highlights

A.I. Artificial Intelligence
Alien 3
AMC Midnight Movie Express (trailers)
Batman Returns
Bicentennial Man
The Chronicles of Riddick
Flight of the Phoenix
Gentlemen Broncos
Iron Man 2
Mafia
Men in Black
The Muppets' Wizard of Oz
No Way Back
Spider-Man 2
Stargate
Starship Troopers
Team America: World Police
Terminator 3: Rise of the Machines

***Ghost* — 1/96 scale**
Seen in *Rogue One: A Star Wars Story* and *Star Wars Rebels*
Randy says: "It's basically styrene, RenShape (a lightweight urethane board), PVC board, and a little bit of kitbashing here and there. Engines were milled using RenShape. The surface is Testors flat camouflage gray with a black wash of artist's acrylics. Blast marks are pastels, some airbrushed. I used a motor tool to carve and dot the surface to make it look like shrapnel hits. Another thing I like to do with different panels, if they're flat, I'll paint some of them with gloss. In the right light it has a really interesting look. There's not a pattern; I just improvise. I got the idea from Battlestar *Galactica*, the newer one — when the sun would catch it just right, these shinier panels would really break it up."

***Blade Runner* Spinner police car — 1/12 scale**
"This was a consignment project," Randy says. "It's done in studio scale, about 15½ inches long, and it's all resin. It is the same process as the others except I couldn't do any kitbashing for this model. I machined a lot of the round parts on a lathe, like the hubcaps, the wheel covers up front, and the headlight fairings. I vacuum-formed the main hull out of thick styrene; the master was made of wood. The windows were vacuum-formed over 1630-resin bucks. And I'm getting into what you'd call reverse vacuum-forming, sucking the plastic down *into* a dome instead of over it. It looks clearer. There's a single, tiny hole (for air) right in the center and it won't really show (in the formed piece). The difference is night and day." **FSM**

Big Lightning II roars in for landing

The F-35, America's newest jet fighter, has been plagued by development issues and cost overruns, and critics claim it is overweight and basically useless. However, others closer to the program, whose opinions I trust, believe in the Lightning II's capabilities. Only time will really tell. A couple of years ago, I was fortunate to see F-35s landing at Luke Air Force Base, Ariz., and they certainly looked purposeful then.

Italeri's large-scale kit replicates the F-35A,the land-based conventional takeoff and landing variant. The kit features yellow-tinted clear parts, photo-etched (PE) details, self-adhesive masks for many of the zigzag panel edges, and Cartograf decals for six aircraft from five countries — U.S., Italy, Netherlands, Israel, and Australia. Options abound: posable canopy, wheel-well doors, weapons bays, and inflight refueling receptacle. Weapons choices for the bays and optional wing pylons include GBU-31 JDAMs, AIM-120 AMRAAM, and AIM-9X missiles.

Construction starts with the Martin-Baker Mk.16 ejection seat, unique to the F-35 — it's well proportioned and looks the part. I had trouble bending the PE belts; annealing them helped but I couldn't get them to drape realistically. The rest of the cockpit went together easily, but the decal for the instrument panel needed trimming to fit the recessed panel.

Italeri's engineering of parts around the intakes makes it possible to paint the intake trunks white and the intake lips and fuselage bulge gray before assembly, eliminating tricky masking. Unfortunately, I ended up with obvious gaps at the joins that would have been difficult to fill and repaint. Leaving the left and right trunks separate from each other and the engine as you attach the bulged fuselage panels to the trunks and mounting the trunks in the lower fuselage may minimize those gaps. But the gaps between the wing panels and the fuselage halves required filling.

The landing gear and weapons bay doors fit so well that I held them in place with my fingers to mask them for painting. I used Mr. Paint "Have Glass" dark gray, which sprayed beautifully and reproduces the Lightning II's low-observable finish.

The kit masks worked pretty well but lifted a little on convex curves. They also are far from comprehensive; I had to mask several areas with tape.

I chose to pose the canopy open, but testing showed it fit perfectly closed. The inflight refueling doors dropped straight into place to close. The IFR receptacle itself

was somewhat simplified, so I went ahead and closed it.

Posing most of the separate control surfaces in anything but neutral position would required minor modifications. The solid, sturdy undercarriage has positive locators that aid alignment; I sliced off part of the mounting tabs to install the legs after painting the bays, rather than before as instructed.

The well-molded weapons do not fit into the bays without interfering with part of the bay structure — either the weapons are too big or the bays are too small. The mount for the AMRAAM launcher/rail was fiddly; the JDAMs' PE strakes attach to the body with simple butt joins.

Optional wing pylons allow for AIM-9X Sidewinders or the JDAMs to be mounted if you want to depict an aircraft in high-visibility configuration. Extra bombs to hang on the wing pylons would have been welcome.

Being Australian, I naturally marked my F-35A for the Royal Australian Air Force. The decals performed flawlessly.

Modelers have been spoiled recently, with stunning kits featuring incredible fit and engineering. In comparison, Italeri's Lightning II seems a little less polished, with slightly soft edges and details, and fit requiring a little work before glue. It requires some old-school modeling skills, but that actually increases the level of satisfaction derived from building, in my opinion.

Italeri captured the spirit of the subject well, with accurate shapes and proportions and good detail. I hope kits of the F-35B VSTOL and F-35C carrier-based jets are forthcoming!

– Matthew Walker

Kit: No. 2506 **Scale:** 1/32
Mfg.: Italeri, www.italeriusa.com
Price: $119.99
Comments: Injection-molded, 299 parts (23 PE), decals
Pros: Great size for the subject; good shapes; decent fit; build and decal options **Cons:** Gaps at the wing to fuselage joins; instrument panel decal too big; slightly soft moldings

Zoukei-Mura F-4J Phantom

Zoukei-Mura's initial Phantom has nice, crisp moldings. Features include optional clear parts — one-piece for a closed canopy and multipart for open — and a nice selection of stores, with four Sidewinder and four Sparrow air-to-air missiles, a centerline fuel tank, and two tanks for the outboard hardpoints. I wish the last had been molded separate from the pylons, as many Navy F-4Js in Vietnam omitted the tanks in favor of more weapons. And, for the first time in this scale, this kit provides accurate intake trunks.

The easy-to-build ejection seats look good, but no seat belts were provided.

The cockpit and nose gear share walls and went together without issue. Check the instrument panels: The kit provides two styles for both front and rear cockpits, probably for a future F-4S kit. I left the canopy release and emergency jettison levers (parts C9, 10, 11, and 12) until final assembly to prevent breakage or loss.

The spine insert (Part H14) eliminates awkward filling where the center seam crosses circular panels, but it requires a little work for a clean fit. First, I glued one side and let it dry. Next I spread the bottom of the fuselage to force the other side flush with the insert, then applied glue.

The kit provides two engines that will be largely hidden but need to be assembled to attach the intakes and exhausts. They fit perfectly inside the fuselage. There is a cradle if you choose to display one of the engines separately. You have to look hard for the cradle parts because they're molded into the frames.

In Step 13, don't forget to drill the appropriate holes in the lower wings for ECM antennas and pylons. The wings sandwich walls for the main gear bays; everything fit perfectly. Alignment of the main gear bumps on the upper wings is helped by a molded ridge that I sanded down for a flush fit.

When assembling the intakes and splitters, nip off the locator pin on the fuselage to provide some wiggle room during attachment. I blended the bottom of the intakes with the fuselage. These were the best-fitting and most-accurate intake and trunk assemblies I've seen on a Phantom kit.

Separate flaps are nice, but they can't be posed in any position but neutral without modification. The leading-edge slats also are separate, probably to accommodate later versions. I sanded the ends of the slats for a better fit.

The fit of the gear legs and doors was trouble-free.

Cartograf decals provide markings for a single F-4J from VF-96 as flown by Lt. Randy Cunningham and Lt. j.g Willie Driscoll on May 10, 1972, when they shot down three North Vietnamese MiG-17s. The decals went down over a glossy surface without problems.

I spent 34 hours on Zoukei-Mura's Phantom, and it is the best F-4 kit I've ever built.

– Larry Schramm

Kit: No. SWS 1/48 No. 4
Scale: 1/48 **Mfg.:** Zoukei-Mura, www.zoukeimura.co.jp **Price:** $75
Comments: Injection-molded, 272 parts, decals **Pros:** Good fits; correct intake trunks; properly aligned main landing gear; optional parts for open and closed canopies **Cons:** Only one marking option; no seat belts; separate flaps lack position options

Takom G6 Rhino

South Africa produced weapons to circumvent an arms embargo placed against it in 1977 by the United Nations. One of the vehicles developed was a mine-resistant, wheeled, self-propelled 155mm howitzer known as the G6 Rhino.

Takom's Rhino is molded in light gray plastic with just a few ejector-pin marks in need of filling and minor mold seams. Vision blocks, light lenses, and windows for the driver's compartment are clear. Two photo-etch (PE) frets are included.

Overall, fit is good — I only needed filler where I got careless.

The six large tires are molded in vinyl with good tread and sidewall placards. Minor flash on the lip of each tire was easily removed with a sharp knife.

The plastic is brittle — some of the more delicate parts broke on the sprues during handling, and the mirrors and ladder broke several times.

I added the pads for the pneumatic arms when building the rest of the assembly, rather than waiting until Step 12 as instructed, to avoid losing parts D28 and D29, which are expected to just sit there for several steps. Make sure you get the correct pad on the correct arm. The small tab on each pad should go to the outside of the vehicle.

The pneumatic arms and rear spades are workable if you are careful with the glue. One end of the tub for the right rear spade (B28) is open, giving a view into the hull. I filled the opening with styrene.

The hull builds around the driver's compartment. The front wheels can be left steerable if you omit parts C3 and C4. This is called out in the directions.

I left off the rearview mirrors and rear ladders until construction was complete. Covers shield the center of the wheels, but photos show they are not always used. So, I left them off the front wheels to show the hubs.

Diverging from the instructions, I joined the upper and lower turret halves before adding details. The gun barrel is molded in halves, but the fit was good and I had no trouble removing the seam from the join between the gun housing (parts F10 and F7) and the elevation mechanism (F19). You can add styrene blocks to F19 to give the gun a bigger mating surface.

When assembling the turret basket, make sure to use the replacement part TP5. The marks on this new part make bending easy. Leave the large box that is assembled in Step 30 separate so you can paint the detail that is underneath.

Two paint schemes are shown in the directions: The one I built in plain yellow-gray, the other in the three-tone camouflage. Pictures on the internet showed a gray band around the barrel where it recoiled into the turret. Several photos show the large storage box on the turret painted a brownish color, which adds a splash of color. All of the armored glass was painted with Ammo of Mig Jimenez crystal periscope green.

These vehicles wore few markings, and the decals includes only two large instrument dials, two ID numbers, and two warning labels. The decals went on without silvering and I had no trouble manipulating them.

The finished model is quite large — 10½ inches long and 4¼ inches tall — making it as big as many 1/35 scale main battle tanks. I completed it in 38 hours and it was a nice change of pace from complicated builds. The low parts count does not mean detail suffers.

– Mike Scharf

Kit: No. 2052 **Scale:** 1/35
Mfg.: Takom, www.takom-world.com
Price: $72.99 **Comments:** Injection-molded, 365 parts (13 PE, 6 vinyl), decals
Pros: Good detail; easy assembly
Cons: Armored glass needs to be painted

ICM MiG-25RBT "Foxbat-B"

I have waited for a decent 1/48 scale MiG-25 for a long time — other kit manufactures have tried but missed the mark, in my opinion. So when I heard ICM was releasing an all-new MiG-25RBT, my hopes were high.

The model is molded in a light gray styrene that I found was slightly flexible and soft. Panel lines are very finely engraved and consistent, and the trailing edges are some of the finest I have ever seen.

Parts break was slightly unconventional. The fuselage had multiple sections, including vertical stabilizers molded to the rear fuselage pieces. ICM cleverly included several fuselage bulkheads to help stabilize all those sections during construction.

The kit has full-length intake trunks, but the engine compressor faces look small when compared to the massive MiG-25 afterburner ducts. The forward fuselage is molded in halves, as is the nose cone; this portends future fighter versions, I'm sure.

Cockpit detail was adequate, with raised detail on the side consoles. The multipart ejection seat captured the look of the MiG's seat and would look even better with some aftermarket belts. However, the instrument panel had just holes for the instruments and a clear part that is attached to the back side to replicate them. A decal would make the panel look more realistic.

Wheel wells were nicely detailed, with structural ribbing in both rear wells. I found the landing-gear struts and tires somewhat lacking in detail compared with the rest of the kit, and I worried the soft plastic might not support the weight of the finished model. Hopefully, the aftermarket will come to the rescue with cast-metal replacements.

Because the kit is the recon version, no weapons are included.

The decal sheet provides markings for two Russian, one Libyan, and one Iraqi version, plus a full set of stencils.

Assembly was amazing! I expected troublesome fits with the complicated fuselage — and the instruction steps must be followed — but the fit was excellent! I needed no filler; a light buffing with a nail-polishing stick and the seams vanished. The only areas that required much sanding were the wing roots. I used Tamiya Extra Thin cement, which might have been a little too "hot" on this soft ICM plastic; when adding the wings, some plastic oozed out of the seam and needed to be sanded down.

I decanted Tamiya spray paint to airbrush the main color, wheels, nose, and antennas. For metal sections, I used various Alclad II metal colors to replicate the MiG's distinctive look. Once all the paints were dry, I used a two-sided nail polisher to

Tamiya Valentine Mk.II/IV

By the time Valentines entered combat in 1942 in North Africa, the infantry tank, with its crew of three, small gun, and relatively slow speed, was obsolete. However, the Allies' need to field tanks overrode its shortcomings, and Valentines served British and Soviet armies through 1944.

Molded in tan plastic, Tamiya's all-new Valentine features link-and-length tracks, two figures, and options for Soviet or British versions.

The lower hull builds from several parts. Tamiya provides a precise fit and solid structure, with interlocking joins and internal braces. Just follow the assembly sequence noted in the instructions.

The trouble-free fit of the many parts in the upper hull impressed me; Tamiya did a great job of capturing the Valentine's unique shape.

The periscopes are separate, but they aren't clear; careful painting is required to make them realistic.

Well-molded cast texture graces the surface of the turret. However, other than seats for the crew in the turret, the kit lacks interior detail.

The unique suspension went together well. The tracks look terrific; the kit provides long upper and lower runs for each side, and individual links to wrap around the drive sprocket and idler. Tamiya molded a pin on the upper run that aligns it with the middle return roller and sets the position of the remaining parts.

Two styles of idlers and fender ends accommodate differences between British and Soviet tanks. Two British tankers fit the turret hatch and add a nice candid touch.

I painted the Valentine with Tamiya spray and acrylic paints. The decals laid down nicely over a coat of clear gloss.

The finished model looked good when compared to the drawings and photos in my primary reference, *Tank Power Vol. XC Valentine (331)* by Janusz Ledwoch (Wydawnictwo Militaria, ISBN 978-83-7219-331-5).

I completed the Valentine in 20 hours. Given the excellent engineering and detail it was hard not to like this kit. Whether you are a fan of Tamiya armor kits or just a World War II armor modeler, you won't be disappointed.

– Jim Zeske

Kit: No. 48901
Scale: 1/48
Mfg.: ICM, www.icm.com.ua
Price: $88.99 **Comments:** Injection-molded, 159 parts, decals **Pros:** Amazing fit; excellent surface detail **Cons:** Soft plastic; instrument panel lacks detail

buff to a nice, almost glossy smooth finish. This saved me the step of adding a clear coat.

The decals went on nicely with a little setting solution to conform to the panel lines. I gave the whole model a sludge wash of flat back, wiping it down to make the panel lines pop. Once I was satisfied with the wash and everything dried, I applied a flat clear coat.

Adding the landing gear and gear doors, I was impressed with the tabs on the doors; they provided positive connection points, which made the doors easy to attach.

This MiG-25RBT was an extremely enjoyable build. ICM did a great job of capturing the aircraft's look. I know there have been some discussions about the shape of the nose, and there is an aftermarket piece to replace it. But I would say look at the kit, compare it to all the pictures on the internet, and make your own decision.

Even though the fit is outstanding, I would still recommend this kit to builders with a little experience — assembly is somewhat complicated and could be daunting to a new modeler. Still, the results are worth it! Based on the kit's breakdown, I hope a fighter version will be released soon.

–Jon Hergenrother

Kit: No. 35352 **Scale:** 1/35
Mfg.: Tamiya, www.tamiya.com
Price: $52 **Comments:** Injection-molded, 236 parts (6 vinyl), decals **Pros:** Excellent engineering and attention to detail without being overly complicated; nice crew figures **Cons:** None

Zvezda T-14 Armata

Kit: No. 3670 **Scale:** 1/35 **Mfg.:** Zvezda, www.zvezda.org.ru **Price:** $54.95 **Comments:** Injection-molded, 410 parts, decals **Pros:** Great fit; crisp detail; multiple marking options **Cons:** None

Russia's battle tank T-14 Armata (Object 148) is so new it is still undergoing state testing.

One of the main features of the T-14 is the fully unmanned turret. The crew of three is all in an armored capsule in the front of the hull.

Zvezda's new kit is a relatively fast build, with many details hidden inside the tank. The large box may seem imposing, but there are just a bit more than 400 parts and they almost seem to fall together.

The build starts with the turret, building from the main turret walls inward. Though unmanned, the turret has plenty of detail. Small hatches and smoke launchers festoon the walls. I found it easier to treat this like an airplane cockpit, painting the subassemblies before gluing them in place. That assured no bare spots showed through on the final model.

The upper hull is next. It has many small pieces, but the fit is snug and the detail nice and crisp. I like that the kit came with styrene screens for the engine deck (instead of photo-etch) because I was able to use normal Tamiya Extra Thin Cement to attach it. This made one of the harder, more tedious parts much easier than on many kits. I wish more kits included styrene screens and grilles.

The lower hull went together quickly, it being a simple tub. Be sure to test-fit the front and rear suspension arms prior to attaching. Mine fit without fuss, but this is a spot where mistakes could easily be made.

After the suspension arms and road wheels are in place, you can work on the tracks. I don't usually glue the tracks in place before painting, but did here. These being link-and-length style tracks, plus more than half being covered by the side skirts, it made sense.

Likewise, before gluing on the side skirts I gave the suspensions' upper portion a coat of black paint and then painted only what I could see. I'm pleased with the results as the upper suspension and tracks are next to invisible with the side skirts attached.

Finishing was easy. Zvezda provides three marking options: two in three-color camo and one in dark green parade trim. I thought the three-color option was a little more interesting, and I recently built a T-14 in the parade color. I used Tamiya acrylic colors for the camo paint and finally got a chance to use Tamiya panel line wash for lining and weathering the tank. I wanted this T-14 to appear clean.

Overall, I spent about 50 hours building and painting this T-14. I would suggest it to any modeler looking to add modern Russian armor to their collection. It also was simply a lot of fun to build and paint.

– Chris Cortez

Panda T-14 Armata

Kit: PH-35016 **Scale:** 1/35
Mfg.: Panda Hobby, www.panda-hobby.com **Price:** $74.95
Comments: Injection-molded, 1,145 parts (28 PE), decals **Pros:** Easy build; great workable tracks **Cons:** Instructions have errors; decals were damaged

Panda Hobby's lovely new T-14 Armata really packs in the details of this modern Russian battle tank. The kit, molded in green plastic, features many nice touches, such as photo-etched (PE) grilles and some of the best plastic workable tracks I've built.

Don't let the high part count (1,145) scare you: Panda's T-14 builds easily.

The main tank has just 351 parts, while the rest are tracks parts; if you aren't making them workable, they build quickly. It also helps that more then half of the tracks are covered by the tank's side skirts, so you don't really have to build the full length of tracks. It's your choice.

Things start quickly. The hull is a bathtub style and builds fast, as there is no interior and no fit issues. But I suggest you dry-fit all suspension components if you follow the directions. The steps there make it hard to fit some of the back sides into place. I also would vary from the directions by putting in the tow lines at the tank's rear; measure for yourself to get the proper length. If you do it as instructed, the lines will be too short; allow an extra millimeter or so.

I also left the side skirts off until all painting was finished, making it easier to get to the hard-to-reach areas. I'm not sure it was necessary, though, as the side skirts are so close to the road wheels that inside details can't be seen.

The turret was slightly more involved but still a smooth build. Panda filled every nook and cranny of the turret with crisp details, although these also are slightly covered by the outer armor. You can still see them though.

For better results, I suggest leaving the outside armor plate piece off until you have added a base coat to the turret's inner components. Otherwise, there are a lot of areas that can be missed yet are still visible.

Naturally, the longest part of the build was the tracks. They weren't difficult, just time-consuming. I found the fastest way to build them was to batch-build the different components, then assemble a full length all at once. This meant gluing all the track pads to all the loose links first.

After the tracks were dry, I attached all the guide horns to one side of the tracks and started snapping the links together. Each link is held together by the two sides of a link snapping together, and then a guide horn snapping around the center of each link. Be careful snapping them together, though, as they are a little fragile due to the scale thickness of some parts. But when they are finished, they are some of the best moving tracks I have ever built.

Despite its part count, Panda's T-14 Armata was a surprisingly easy build that any modeler with a couple of armor builds under his or her belt could handle. The T-14 will be a great addition to any modern Russian armor collection, and rewarding if you are simply looking for a fun build of something a bit different.

– Chris Cortez

HobbyBoss *Dunkerque*

This 1/350 scale, full-hull model of the French navy's *Dunkerque* is a fascinating subject. Described in *Jane's Fighting Ships* as one of the most elegant battleships ever built, her cruise liner look belied that she was accorded the era's heaviest percentage of armor protection (36.8) combined with a 31-knot speed.

Laid down in 1932, *Dunkerque* sailed the Atlantic early in World War II in search of raiders (including the *Graf Spee*). The Vichy French political situation on July 3, 1940, predicated an attack on the French fleet by its former allies at Mers-el-Kébir. Heavily damaged by 15-inch shells, she was beached and, three months later, torpedoed and depth-charged, yet sailed to Toulon, where she was scuttled Nov. 27, 1942, as the German army arrived to take over the fleet.

The kit, produced by HobbyBoss, is well packaged, with a gray plastic one-piece full hull, 21 sprues, and 6 photo-etch (PE) frets. Moldings are crisp and clear of any flash with few seams. The three-part main deck is well engineered to prevent visible seams. A decal sheet provides the ship's name and markings for the two clear-plastic Loire 130 seaplanes.

The 24-page instruction booklet features 26 steps and 29 subassemblies. Indicated main hull color is Atlantic dark sea gray, but by 1940, in the Mers-el-Kébir scene shown on the box, it had been repainted in Mediterranean light sea gray.

The build begins with drilling locator holes on the decks for the quad 13.2mm/76 CAQ MLE 1929 Hotchkiss mounts created in Step 3. Decks are attached to the hull in Step 2. Note: The vertical parts A3 and A4 tuck back into the 02 deck level, not to the front. The locator tabs on both parts had to be shaved down to fit into foredeck slots. Searchlights, rafts, and the twin 37mm/50 CAD MLE 1933 assemble easily, but the quad 13.2mm was a bit more difficult; the two mount halves, D27 and D24, created a locator pin too large to fit the fragile PE base with seats and sights. Careful bending is required for the PE as well as the plastic mount halves. Removal of the pins solved the problem; trying to force it in, even sanded down, just bent the metal.

The plastic used for the kit is softer than most; use glue sparingly, as small parts can simply dissolve.

The lower hull parts are addressed in Step 4, and handy locator lines are imprinted to align bilge keels B49 and B50. Steps 5 and 6 assemble a fine aircraft catapult, created mostly of PE. Steps 8-10 create the two main quad 330 mm/50 (13-inch) Model 1931 turrets, complete with saluting cannons, PE railings, steps, and ladders.

Most important in Step 11 is the aft director control tower. Part A7 has a D-shaped base, but alignment is critical at Step 23; test-fit first on Part N13 in Step 17 or your tower may end up pointing in some other direction.

The Step 11 aft DCT assembly is completed in Step 15 and finally placed in Step 23. It sounds confusing, but that's because these instructions are a scavenger hunt. Always look to later drawings to confirm your assessment of the assembly.

The second main trap is the creation of the boat cranes in Step 15, which need to align with upper supports — not noted

Gecco *Tales From the Apocalypse*

Gecco's *Tales from the Apocalypse* kit series fits together to tell a story of a fight for survival as zombies roam around a city. The first three-kit series, called *Day 1, 11:50 am on the freeway*, includes a heroine, a truck driver, and a traffic guard. The packaging looks like the vintage VHS boxes seen in video stores, complete with labels, wear, and fading. The atmospheric design continues on the instructions, which are printed like a newspaper and tell part of the story. Unfortunately, they don't give step-by-step directions, but photos of the completed figure and an exploded view of the parts help.

Each kit contains parts individually packaged in sealed pouches. The beautifully molded parts have no flash or ejector-pin marks, and the mold seams are nearly invisible. I spent just five minutes on each kit cleaning up the parts to prepare for assembly.

Dry-fitting showed the figures could be built and painted in subassemblies. Starting with the legs, I glued the body parts together. A little acrylic putty and a damp brush took care of seams. Gecco molded the legs solid, as opposed to the hollow arms and torso. That lowers the center of gravity and keeps the dramatically posed figures upright.

On the heroine, I glued the face to the upper part of the torso and filled a small seam under the chin. But I might not have needed to, because the kit is engineered so you don't really see the join.

I dry-fitted the woman's head and torso to get the hair aligned. This was the only tricky part of any of the kits. I glued two of the three hair parts together, painting the inside of the hair pieces black before attaching them to the body as they would be hard to reach after assembly.

I filled tiny gaps on the truck driver's wrists. He comes with an optional cap and some intestines if you want extra gore; the part snaps on so you can take it on and off.

until Step 20. It would be much better to install them together in Step 20.

Steps 12-18 are fairly easy to follow to create the posable quad 5.1-inch turrets as well as boat-deck items. The second half of Step 18 is a portion of the forward conning section which places six free-standing support posts — but wait until final placement in Step 23 to align with the 02 deck indentations. The PE railings and ladders for the upper works are well described and should be followed carefully. Each PE rail has a specific size for its location and fits well. The PE yardarms are exceptional and really complement the model.

Step 22 brings together the forward con sections, yet also creates the aft aircraft-handling crane as an afterthought. Step 24 maps the final components placement; I referred to this section throughout the build.

Step 25 builds the Loire 130 seaplane, which contains the only deformity found in the kit. The starboard boat section of the fuselage has an odd oblong shape in the boat hull that should not be there. The engine and wing floats were built up as provided with vertical supports, but need to be reworked to V-shape brackets. Finally, just one PE B30 propeller is provided for the two clear-plastic kits; you'll need another if you want to park the second aircraft on deck. The decals fit nicely, and the look on the catapult is OK.

Step 26 presents a display stand you should not use: It is too narrow and could be a tipping disaster. Oh, yes, there is one last ladder to place on the main deck as a filler.

This is an interesting and perfectly scaled kit for an experienced out-of-the-box builder, but it lacks certain finishing details. No rigging instructions are offered, and the soft styrene does not allow consistent stretched sprue. Also, for all the precise railings on the upper works, there are none provided for the main and 01 deck edges; aftermarket items will be required before placing boarding steps.

– Mark Karolus

Kit: No. 86506
Scale: 1/350
Mfg.: HobbyBoss, www.hobbyboss.com
Price: $136.99 **Comments:** Injection-molded, 622 parts (185 PE), decals
Pros: Excellent fit of all parts, including deck to hull **Cons:** Poor instructions, some conflicts; no rails for main or 01 deck; only one propeller for two aircraft

Building the traffic guard was straightforward, and the kit includes optional left arms and a hardhat. I wanted to leave the head off for painting, but it locks into the torso halves. So, I just trimmed the front part of the mounting tab and was able to snap it into the torso afterward. I wish the kit included decals for the stop sign; I used dry transfers from a craft store.

Final assembly was a breeze, with tight fits that required little glue and minimized the risk of damage to the paint. The kits were a blast to build, and they provide plenty of scope for finishing and display.

– Jeff LaMott

Kits: Series 1, Nos. 1, 2, and 3
Scale: 1/16 **Mfg.**: Gecco, www.gecco.co.jp
Price: $25 each **Comments**: Injection-molded, 15, 17, and 22 parts, respectively
Pros: Great engineering and packaging; optional parts **Cons**: No decals for sign; instructions lack step-by-step illustrations

Trumpeter Boulton Paul Defiant Mk.I

Until a year ago, the only 1/48 scale Defiant was the two-decade-old Classic Airframes mixed-media kit. However, Airfix, and now Trumpeter, have released new kits.

The kit has 76 plastic parts, with petite recessed panel lines and rivets — a whole lot of rivets — and a small fret of photo-etched (PE) brass. No seat belts are provided.

Cockpit detail is clean and crisp, yet sparse for this scale. I was impressed with the dovetail locators that attach the sides and floor. The instrument panel has raised dials and bezels with decal gauges that fit perfectly.

The airframe components built quickly and needed filler only for the fuselage seams.

There are two holes on each horizontal stabilizer that appear to have no purpose, so I filled them with Vallejo putty and wiped the excess off with a damp finger so I wouldn't damage the rivet detail. Now they look like inspection panels. Two more mysterious holes mark the port fuselage half near the wing root.

The PE radiator does little to eliminate the see-through effect; you may want to add some more detail in this area.

I painted the airframe with Tamiya gloss black before adding landing gear and antennas. To minimize the risk of damaging the paint with decal solvent, I used a hairdryer to settle the marking. A few rivets silvered, but a sharp pin and just a touch of setting solution took care of that. A few of the decals, notably the shark's teeth, were slightly out of register. I sealed the markings with Testors Dullcote.

Several of the locating holes for the landing gear and antennas had to be enlarged. I had a tough time getting the port gear leg in place, and the alignment may still not be correct.

Be patient when building the turret, and double-check the parts' alignment. The instructions could have been clearer on the orientation of part PE1 — the grooves should be on the outside and run horizontal, parallel to the turret ring. I left the guns and the clear dome off until I coaxed the turret into place. It was a tight fit. I then placed the guns on their mounting pins without glue and added the dome. Once the dome was glued down, it held the guns in place.

The spinner backing plate has a disk on it that produced a gap between the fuselage and the prop. You could cut the shaft off and sand down the disk, but I opened the mounting hole with a drill and a cone-shaped sanding bit on my motor tool.

There are holes in the back of the clear wingtip parts that represent light bulbs. I added a drop of paint — red for port and green for starboard — to each. I had to sand the landing light lenses for fit. The windscreen and canopy fit to each other, but both are tall and left a small gap at the fuselage.

I spent 25 enjoyable hours on Trumpeter's Defiant. An aftermarket canopy mask would probably cut that down by 10%. It's a simple and straightforward kit that any modeler with a little experience should be able to easily add to their collection.

–Andy Keyes

Kit: No. 02899
Scale: 1/48 **Mfg.:** Trumpeter, www.trumpeter-china.com
Price: $49.95 **Comments:** Injection-molded, 79 parts (3 PE), decals
Pros: Straightforward build with nothing overly complicated; mostly good fits
Cons: Poor fit of canopy and other clear parts inconsistent with rest of kit

Squadron Haunebu II

Kit: No. SQ-0001 **Scale:** 1/72
Mfg.: Squadron, www.squadron.com
Price: $79.99 **Comments:** Injection-molded, 120 parts, decals
Pros: Fun, stress-free build
Cons: A few fit problems

According to the kit's historical notes, German scientists attached to a mysterious branch of the SS developed an electromagnetic engine that could be used to power flying machines at great speeds. Those aircraft included the Haunebu series of flying saucers that may have been test-flown before the end of World War II.

Now I can't speak for the veracity of those claims, but I can say that Squadron's 1/72 scale kit of the Haunebu II Dornier Stratosphären Flugzeug is a blast to build and even more fun to paint. Although grounded in the reality of Luftwaffe color and camouflage aesthetics, the subject's convergence with science fiction means you can finish it any way you think looks cool.

The major body parts feature engraved panel lines and raised rivets. No flash or sink marks marred the pieces.

Assembly starts with joining the identical belly plates. The butt joint is reinforced with an external center bulge and two of the four landing-gear bays. The latter secure bay doors that can be left movable, a useful feature for masking.

Also movable is the boarding ramp that fits into one of two slots on the belly. The other is blanked with a plate that required several sessions of filling and sanding to blend into the airframe. I filled the center seam also, but check the work as you go as the join follows panel lines in a couple of spots.

The control room features seats, several control panels, and miscellaneous equipment. Most of it won't be visible through the small portholes, but the upper turret can be left removable to show your work. The clear window parts install from inside, but I left them off for painting and added them through the opening for the turret. They are keyed for alignment and extras are included if you lose one or two or more.

Four gun turrets detail the belly and are movable. I left the guns off for painting.

The three hull panels that comprise most of the upper body lock together with large locators, but I had difficulty aligning them. After that, mating the major subassemblies was a snap.

I painted the Haunebu in the suggested camouflage, then added a whitewash for some variety. The decals went down over a glossy surface without problems.

All that was left was to install the guns and the four three-wheeled landing gear struts. Be careful with the latter as it's easy to dislodge the bays while pushing the struts into place.

I spent 15 enjoyable hours building Squadron's saucer, several masking the splinter camo, and an hour or so filling seams underneath. If you are looking for a fun diversion, building a Luft '46 diorama, or have science fiction aspirations, this kit is for you.

–Aaron Skinner

Revell Germany T-55A/AM

The T-55 has outlasted its rivals by many years, with the T-55 still in use from Sierra Leone to Vietnam. Revell Germany's kit features a color instruction sheet for two versions — the basic and one of the upgrades with antiradiation armor — plus markings for four vehicles: one Soviet, two Warsaw Pact, and one Vietnamese. Link-and-length tracks have the sag molded in.

You need to decide on version/country before you start to build. I chose the Vietnam People's Army version seen in Pleiku in 2015.

Assembly starts with the multipiece hull bottom. Fit problems here were due to holes in the road wheels being undersized for the axles. But when I opened up the wheel, it wobbled because the inner detail does not support the axle. My solution for the alignment/wobble issue was to use a 6-inch steel ruler as a jig to keep all wheels straight.

The hull bottom and wheels are painted Tamiya khaki drab (XF-51) mixed with 20% Tamiya XF-2 flat white; road-wheel tires are Tamiya NATO black (XF-69); and the tracks are Tamiya dark iron (XF-84) with silver pencil to highlight the track cleats. Revell Germany not only molded the sag in the upper lengths but the proper bend in the short lengths going around the sprocket and idler.

I assembled the hull top, with its fuel tanks and storage boxes, and filled the fender bottom holes before fitting to the hull bottom. The rear fuel tanks look a bit over-scale, and the drum seam was hard to clean up without removing detail. I painted the unditching log Panzer Aces new wood before installing it at the hull rear along with the snorkel. (Note: The logs were also painted the hull color in some armies.) The two-part tow cables were painted Tamiya gunmetal (X-10) before I installed them on the right side of the hull with the seam between the two parts filled in.

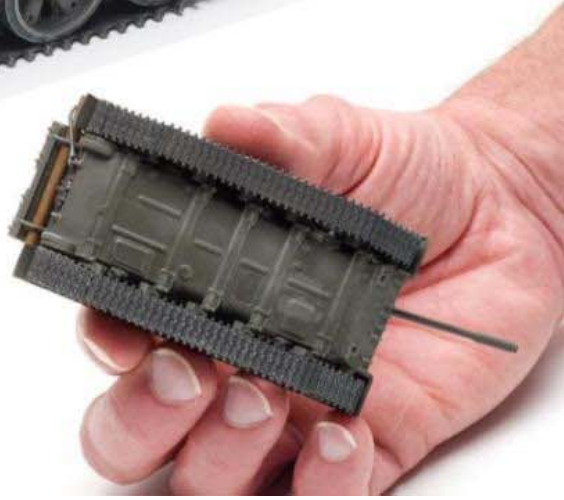
I had some problems on the turret; with the grab handles being thick and the attachment points shallow, they wanted to roll over. I painted the turret with the previously-mixed khaki drab; the gun cover is painted Model Color khaki gray. I assembled and painted the anti-aircraft machine gunmetal before installing it.

A coat of Testors Metalizer sealer preceded the decals. Once they had dried, a flat coat and pastels brought out the detail on the model.

I spent 10 hours building and painting this little jewel. Hopefully, given the way the mold is broken down, there will be other versions produced. At such a low price, you can build T-55s for many other nations.

– Tom Foti

Kit: No. 03304
Scale: 1/72 **Mfg.:** Revell Germany, www.revell.de **Price:** $9.95
Comments: Injection-molded, 131 parts, decals **Pros:** Straightforward build; nice detail; link-and-length tracks; two versions **Cons:** Minor fit issues with road wheels; weak attachment points; thick grab handles



By Elizabeth Nash

A drill, some extra sprue, and a plastic rod create an inexpensive, elevated painting platform.

Create a paint stand from a CD/DVD spindle

Starting from the top of a tall CD/DVD rod, drill a 13/64-inch hole straight down to a depth of about 1¼ inches, ***1***. If painting a car body, look underneath — they usually have a pin on the inside of the top that will fit snugly into the new hole, ***2***.

If you're painting another subject, first find a piece of extra sprue that will fit into the spindle socket you made. Then temporarily glue it to the underside of the part to be painted. You could also use something like an engine exhaust or landing-gear socket.

If the part acts like a weather vane and spins as you paint, add a dab of poster putty, museum wax, or some tape to the socket to stop it, ***3***. Or you might find that the turning piece actually helps you paint!

– Brian Nicklas
Bethesda, Md.

Aircraft lights from pin tops

The curved tops of translucent pushpins can be cut to look like wingtip lights for 1/32 and 1/48 scale aircraft.

When my 1/32 scale F-14 Tomcat did not include translucent plastic for the lights, I quartered the pushpin tops and, with a little fine tuning, had realistic lights — and even a taillight. After sanding down the bottom of a purple pin, I also had an aircraft sensor light.

– Michael Spehar
North Ogden, Utah

Find paint colors quickly

Most kit instructions come with a table calling out paint colors. Before I start, I copy this page, cut out the table, and tape it to a convenient spot on my workbench. This way I don't have to keep flipping back and forth through the instructions to look up a color.

– Steven Siegel
Nesconset, N.Y.

Make the size clear

Sometimes it's hard to grasp the size of a build from a photo. Occasionally, builders will include a common object (to them) in a picture to show relative size. I used to include a small Canadian dime, but someone rightfully pointed out that coins come in *many* different sizes worldwide, and not everyone knows the size of foreign coins.

I now include common hobby-related items in pictures to show relative size — universal things that most modelers should be familiar with.

For smaller builds, I place a No. 11 hobby blade in the frame. For larger models, I include a No. 11 hobby blade on its handle.

– Glenn Cauley
Kemptville, Ontario, Canada **FSM**

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By Mark Hembree

Photo-etch on demand?

Q I've been looking for some time for a 1/96 scale brass photo-etched AN/SPS-40 radar antenna, but the scale apparently isn't popular enough for manufacturers to make them. I was wondering with all the new technology if some small manufacturer might make a couple of copies. I have a 2-D layout and a variety of pictures but am not anxious to try photo-etching on my own.
– Gary Geithmann
Franklin, Tenn.

A Gary, if you are unwilling to get into photo-etching at home, I will guess you are not interested in getting that far into graphic design, either — the CAD files you would need to supply for a custom job would be a pretty deep scoop unless you are a graphics artist. Even at that, most suppliers, even small operations, are reluctant to get into one-off orders.

However, this is not the end of the line. Tom's Modelworks (floatingdrydock.com) has quite a selection in 1/96 scale. Also, you may want to peruse Loyalhanna Dockyard (loyalhannadockyard.com).

And for custom work, among the more promising prospects I found were PPD Ltd. (ppdltd.com), PEC (photo-etch.co.uk), and Photofabrication (photofab.uk), all in the UK. At the least, you will find a lot of information about the process — as I did in a forum at Nautical Research Guild's Model Ship World (modelshipworld.com). And, of course, you should ask on our forum at FineScale.com.

I hope that helps you establish several radar contacts!

Masking and unmasking

Q I masked the underside of my Harrier and painted topside. Do you remove the tape after an hour or leave the tape there for more layers of paint? I fear if I remove the tape too late the paint will stick too much and I'll have to worry about remasking.
– Eric Weinberg
Middletown, N.Y.

A It is usually best to remove the tape as soon as the model is dry enough to handle. That lets the edges settle down on their own, and, when you remask, the seal will be better than if you had left the original mask in place. I always try to paint as soon as I can after masking, before the material (tape or precut masks) has a chance to draw away from where I put it in the first place.

GOT A MODELING PROBLEM?

Our Questions & Answers column is here to help. E-mail questions@finescale.com, or visit FineScale.com and click on "Contact Us." We are not able to conduct lengthy research, such as answering questions on markings and unit histories. Mail volume and space limitations prevent us from printing every question. Please include your name, town, state, and a daytime phone number.

U.S. Navy

At its commissioning on April 15, 1943, the *Essex*-class USS *Yorktown* (CV-10) was painted in Measure 21, which included 20B deck blue for horizontal surfaces. Amid other color changes, 20B was retained — although the deck never looked bluer than it did here.

Q My father served on an *Essex*-class carrier during the Korean War. I am trying to find out whether the flight deck was painted or natural wood. I do have pictures, but all are black and white.
– Mark McDonald
Forest Park, Ill.

A After looking around the internet and at the website USN Camouflage 1941-1945 (www.shipcamouflage.com/usn_cv.htm), deck blue 20B seems most likely.

This color is available from Testors, LifeColor, and other brands. The flight decks were worn, scraped, bleached, and otherwise abused daily, so thorough weathering is key. Use various shades of gray and show some weathered wood — and don't forget fuel and oil stains. That's where studying pictures, even black and white, can help. Start with 20B and beat on it until you can't tell what color it is!

Stripping chrome

Q What should I use to strip chrome plating off a part?
– Dave Bergeron
Vernon, Ct.

A Not all chrome plating is created equal — it differs from kit to kit.

I asked Jim Haught, editor of *Scale Auto* magazine (just down the hall at Kalmbach), and he confirmed what I first heard years ago — there are a few substances people say will work, but Easy-Off oven cleaner is the usual. Wearing rubber gloves and eye protection, cover the parts and put them in a sealable plastic bag. Wait a few hours, then try brushing them off with an old toothbrush.

But, because chrome plating differs, your results may differ. Some cases will take longer than others, and you may have to repeat the process several times. **FSM**

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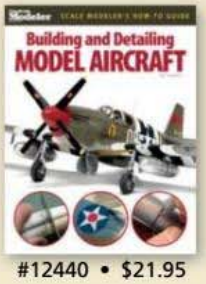

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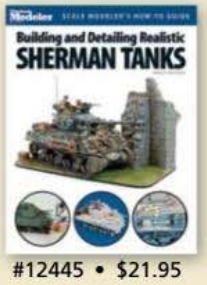

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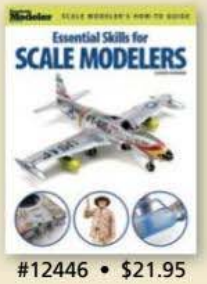

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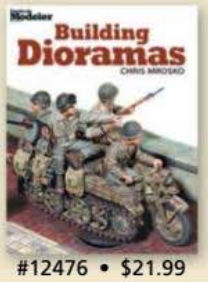

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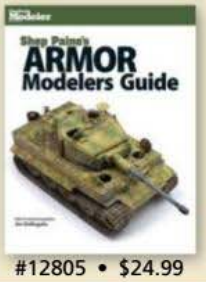

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COMING EVENTS

AL, HUNTSVILLE: Huntsville Plastic Modelers' Society 41st Annual Model Show. August 26, 2017, 8:00am-5:00pm. Jaycees Building, 2180 Airport Road. Free admission. Model Registration: $10 for the first 5, $1 each additional. Vendor tables: $25 each. Vendor info: 256-714-1745, skiphas@comcast.net. General info: http//www.hpmsonline.org.

IL, SCHAUMBURG: The Military Miniature Society of Illinois holds its 43rd Annual Chicago Show Saturday, October 14, 2017 at the Chicago Marriott Schaumburg, 50 N. Martingale Road, Schaumburg, IL, 9:00am-4:00pm. For more information contact Show Chairman Pat Vess (pat@livezey.net 630-730-2492) or visit our website: military-miniature-society-of-illinois.com

IL, WHEATON: September 24th, 2017-70th ILLINOIS PLASTIC KIT & TOY SHOW, HOME EC & ANNEX BUILDINGS, 150 show tables available, BUY/SELL/TRADE/ or just browse, held at the DuPage County Fairgrounds, 2015 W. Manchester Road, Time: 9:00am-2:00pm. Adults $5.00, children under 12 years $2.00. INFORMATION: Past-Time Hobbies, Inc. 630-969-1847 or Email: pthpowerinc@aol.com

MN, INVER GROVE HEIGHTS: Nordic-Con Model Show and Contest with vendors, raffle and special interest awards. NEW LOCATION: Inver Grove Heights Community Center, 8055 Barbara Ave. East. September 30, 2017, 9:00am-4:00pm. Contact Bob Maderich @ 612-423-2985 or robertmaderich69@hotmail.com or for vendor info Erik Zabel @ zabelerik@hotmail.com or 612-275-4371 or our Website www.nordiccon.com

NY, POUGHKEEPSIE: HVHMG 2017, Celebrating 31 years, Elks Club Lodge, 29 Overocker Road, October 21, 2017. Sponsored by IPMS Mid-Hudson. Registration 9:00am-noon. More information at: www.hvhmg.org or contact John Gallagher at 845-462-4740 or ggallagherjoh@optonline.net

PA, CARLISLE: PENNCON 2017 Model Show and Contest. U.S. Army Heritage & Education Center, 950 Soldiers Dr. Saturday, September 16, 2017, 9:00am-4:30pm. Show theme: PROTOTYPES. 'Make & Take' for kids 15 and under. For more info go to: http://www.cenpennipms.com/ or contact Chet Mohn 717-774-4803, E-mail: Magus47@aol.com Vendors contact: Robin Crossley 717-439-4353, E-Mail: rlcttfn@aol.com

TX, AUSTIN: ASMS Capitol Classic 2017. Presented by Austin Scale Modelers Society. Travis County Expo Center, 7311 Decker Lane, Zip: 78724. Saturday, October 14, 2017, 9:00am-5:30pm. Show Theme: "Old Dog, New Tricks". Model contest, vendor tables, door prizes, seminars and Make & Take for kids. Visit: www.austinsms.org or contact Ian Latham: latham.ian@yahoo.com

VA, ROANOKE: 2017 Virginia Shoot-Out, sponsored by Roanoke Valley IPMS, Salem Civic Center, 1001 Roanoke Blvd., Salem, VA. August 12, 2017, 9:00am-6:00pm. Over 70 contest categories, "Best-Ofs", mega-raffle, vendors galore. Contact Rocky Sink at 540-580-2023 or snkchevcol@aol.com or Greg Clower at 540-650-1552 or gclower@aol.com or www.rvipms.com for information.

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Alpha Precision Abrasives, Inc. 4
ARA Press 9
Colpar's Hobbytown USA 64
Dean's Hobby Stop 64
Evergreen Scale Models 4
Fantastic Plastic Models 64
FineScale Modeler Books 63
Great Scale Modeling 67
Hornby America 4
MegaHobby.com 64
Michigan Toy Soldier Co. 64
Micro-Mark 4
Oldmodelkits.com 64
ParaGrafix 4
Plastruct, Inc. 4
Proxxon, Inc. 9
Roll Models 6, 64
Sprue Brothers 6
Squadron Mail Order 2
Tamiya America, Inc. 68
Testors 8
TotalNavy.com 64
Xuron 4
Zvezda USA 63

By Mark Hembree

If your deer stand looks like this …

Jeff Foxworthy's series of "You might be a redneck" jokes never included this one — but it could.

Terry Davis' model was inspired by reality — believe it or not — in the form of a T-shirt design by Redneck Sportsman. It was up to Terry to put the design's feet on the ground. "The T-shirt only showed it from about halfway up," he says. "It needed more to tell the story."

Terry started by diving into his spares and coming out with the cab from a Ford pickup. He opened one of the doors and installed a basswood floor to replicate plywood, complete with manufacturer's marks. Various bits and pieces formed accessories for the interior: a camp stool, binoculars, a map, a cigarette pack and butt can, an apple crate with a cushion to sit on, old paper targets, spent shell casings, shooting magazines, even a relief tube.

The open door's window has plastic sheeting held in place with duct tape (always a hallmark of elegance) and detailed with a hasp and Yale lock, a missing door panel, and a Craftsman wrench welded to the broken door handle.

Scratches on the windshield mark where the wipers scratched it; a bullet hole with a rag stuffed in it is ringed by waterproof sealant. On the cab's firewall are remnants of long-disconnected cables and wires, while what's left of the antlers on top was made from wire covered with Tamiya putty. Everything is held aloft on square styrene tubing; a ladder made of styrene rod provides access.

The figure on the base graduated from Tamiya's Campus Friends set to a starring role. Terry gave it a mullet haircut, a mustache, photo-etched sunglasses, and a ballcap made from lead foil. The rifle features a scratchbuilt scope and magazine.

Woodland grasses, dried foliage from Michael's, and dirt from Terry's yard cover the groundwork.

Reaction to Terry's model has been superlative, even among the modelers who know him best — the local modeling club he founded in his hometown of Bremerton, Wash. He says, "Most of them have seen it and they really get a kick out of it. They enjoy looking at the many details I added inside the cab. It has been entered in several contests and always gets some favorable comments.

"I have had several offers to sell it, but I am not ready to part with it." **FSM**

So far, Terry Davis has turned down offers to sell his 1/24 scale vignette. But one of these days a buyer might name a price that is right. Then what will the kinfolk say?

Great Scale Modeling 2017

THE WAIT IS OVER!

From the editors of *FineScale Modeler* magazine, *Great Scale Modeling 2017* is back with its best edition yet! The 100-page special issue features more than 170 amazing models from the best modelers in the world. From armor and aircraft to figures and science fiction, this special edition includes all-new, never before seen photos that will inspire you to build more, and better, models. Don't miss this exciting special issue — the ultimate "wish book" for scale modelers everywhere!

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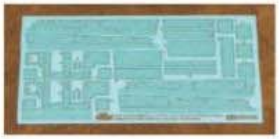

Zimmerit Coating Sheet for 1/48 Scale Sturmtiger (Item 12672)

Outstanding accuracy and variety 《1/48 Military Miniature Series》

German King Tiger "Porsche Turret" (Item 32539)

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- Product may vary from prototype images shown
- Images show assembled and painted models

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